

N. LAZARUS,  
Hong Kong's Only European Optician  
(Established Over Forty Years)  
Manager: RALPH COOPER, M.B.A.  
Registered Optician by Canadian  
Govt. Exam.  
(Personal Attention)

MASON'S  
DELICIOUS  
O.K.  
SAUCE.

# Hongkong Daily Press

ESTABLISHED 1857.

Registered as a Newspaper at the General  
Post Office in the United Kingdom.

No. 21,922 號式廿百玖仟壹萬式第 日伍初月玖戌庚 HONG KONG, WEDNESDAY, OCTOBER 17th, 1928. 參拜禮 日柒拾月拾年八廿百九仟壹英 Price: \$3 PER MONTH

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

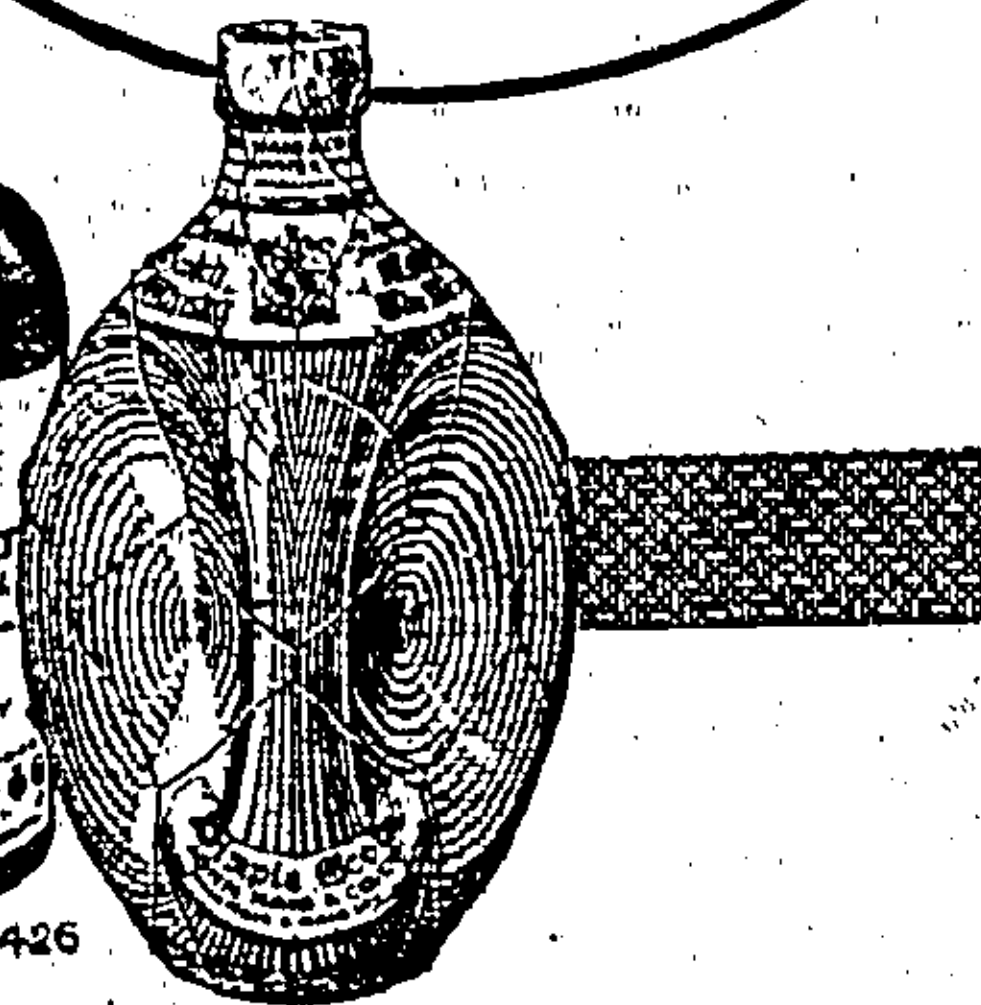
#### UP TRAINS

STATIONS	O				M				O				F				
	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 NOON	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.
Kowloon Dep.	6.40	6.05	8.30	8.08	9.15	10.00	12.00	1.15	2.15	2.35	2.55	4.30	5.40	7.38			
Yuenai Dep.	6.49	—	—	—	9.25	10.08	12.01	1.23	—	2.37	—	4.38	5.48	7.41			
Shatin ... Dep.	7.01	—	—	—	9.33	10.29	12.31	1.33	—	2.45	—	4.50	6.09	7.58			
Taiipo ... Dep.	7.15	—	—	—	9.53	10.33	12.34	1.48	—	2.56	—	5.04	6.18	8.05			
Taiipo																	
Mahe ... Dep.	7.26	—	—	—	9.54	10.37	12.38	1.52	—	3.00	—	5.04	6.17	8.10			
Fauling ... Dep.	7.30	—	—	—	10.10	10.47	12.45	2.09	—	3.10	—	5.18	6.37	8.20			
Sheng																	
Shui ... Dep.	7.35	—	9.07	9.45	10.15	10.53	12.43	2.07	—	3.15	3.14	5.23	6.39	8.24			
Shum																	
chun ... Arr.	7.41	8.45	6.13	9.51	10.21	10.58	11.50	2.18	2.55	3.31	3.30	5.29	6.38	8.30			
Canton ... Arr.	—	12.40	—	—	—	5.48	—	—	8.45	—	—	—	—	—			



The Whisky  
of Quality  
from the oldest  
distillers in the  
world

**Haig**  
THE FATHER OF ALL SCOTCH WHISKIES



SOLE AGENTS:

**GANDE, PRICE & CO., LTD.,**  
HONG KONG.

# **PAN YAN** PICKLE & SAUCE

You can take "Pan Yan" as often  
as you like and as much as you  
like. It aids digestion.

At all good  
Storeskeepers.



MACONOCHE BROS., LTD.  
LONDON, ENGLAND.

"As for Spring and Summer,  
as for Autumn and Winter,  
These four Seasons revolve  
without intermission."

Let HORLICK'S Malted Milk  
help you to maintain health  
and vigor from year to year. Spring,  
Summer, Autumn and Winter alike.  
HORLICK'S builds up the body and  
gives strength to withstand the con-  
stantly recurring seasonal complaints.  
Coughs, colds and chills; weariness,  
lassitude and sleeplessness seldom obtain  
a footing in the system nourished  
and fortified by HORLICK'S Malted  
Milk.



Representative—Mr. H. M. HODGES, P.O. Box 3711, Shanghai.



Drink more  
Asahi Beer  
it is  
refreshing  
and  
invigorating.

Sole Agents—  
**MITSUBI BUSSAN KAISHA LTD.**  
HONG KONG.

## **JAPAN'S FOREIGN TRADE.**

IMPORTS EXCEED  
EXPORTS.

### **HOPEFUL VIEW OF FUTURE BUSINESS IN CHINA.**

We have received from the Japan-  
ese Consul-General in Hong Kong  
the following information cabled  
from Tokyo regarding current trade  
conditions in Japan:—

During the September quarter,  
Japan's foreign trade showed a  
balance of ¥16,000,000 in favour of  
imports, due to the increased import  
of raw cotton and American timber,  
accompanied by decreased export of  
raw silk and cotton piece goods,  
¥170,000,000 being the total export  
for the quarter. Since January  
Japan's foreign trade has shown a  
decrease to some extent in both  
exports and imports, and a decrease  
of about ¥20,000,000 in excess of  
imports is reported as compared  
with the corresponding period of  
the preceding year.

Optimistic views for the foreign  
trade of the country, however, are  
generally entertained; first, in the  
light of a possible increase in silk  
exports to America attendant upon  
the rosy prospect of financial con-  
ditions in that country; secondly,  
the probable large purchases of  
Japanese products in China as well  
as in the South Sea Islands, where  
stocks of Japanese goods have be-  
come scarce owing to the anti-  
Japanese boycott movement; and  
thirdly, the large crop of agricul-  
tural products and the upward turn  
of the silver price in China.

Japan's China trade, during  
September, showed ¥29,000,000 as  
an export excess, with a total ex-  
port value of ¥43,000,000.

Since the authorities of the Minis-  
try of Agriculture and Forestry  
made it public on October 2nd that  
the rice crop for the current year  
was estimated at 61,250,000 koku,  
an increase as compared with the  
average crop, the Tokyo rice market  
on October 4th witnessed a serious  
decline in prices, followed by a total  
suspension of dealings; the market  
being still closed.

The stock market is also dull,  
though financial conditions remain  
unchanged, and foreign exchange is  
keeping firm. Industrial financial  
organisations, including the Tokyo  
Stock Exchange and Economic  
Affairs Investigation Committee, are  
discussing the removal of the ban  
on gold export.

## **YOUNG AIRWOMAN KILLED.**

FLYING A ONE TO TAKE  
CERTIFICATE.

The first fatal accident in England  
to a woman aviator when flying  
alone occurred on September 20th  
when Miss Margaret Honor Welby,  
aged 18, of Huntingdon House, St.  
George's Hill, Weybridge, crashed  
close to Brooklands, within a mile  
of her home.

Miss Welby, who was qualifying  
for her pilot's certificate, had made  
about thirty flights alone, and only  
that morning had passed the test  
imposed by Colonel Henderson, of  
the Henderson Flying School, at  
Brooklands, of making three suc-  
cessful landings.

Colonel Henderson said after the  
tragedy that Miss Welby was not  
one of his personal pupils, but she  
was a pupil of the school.

"I accompanied her this morning  
when she was up three times, and  
she managed excellently, and made  
good landings," he said. "Later  
I saw her take off alone. When  
flying over the telegraph wires she  
seemed to turn without banking. I  
think the wires frightened her."

Other eye-witnesses state that  
Miss Welby took off in a two-seater,  
and passed over Brooklands towards  
New Haw, where there are two  
railway lines, one the main line to  
Woking, the other a branch line to  
Addlestone. The aeroplane rose  
just over the embankments and tele-  
graph wires, and then turned, and  
immediately nose-dived, with the  
engine full on, between the two  
lines.

The machine fell into a hollow.  
Mr. C. S. Baker, a railway worker,  
living near Woking, was the first  
on the scene. "I saw her turn  
and dive," he said, "and rushed  
to the spot. Miss Welby was half  
hanging out of the cockpit. The  
tail of the machine had doubled up  
and had crushed her. I tried to  
get her out but was unable to do so,  
and another platelayer came up.  
Between us we lifted her out. She  
died in a few minutes."

Miss Welby was the youngest  
daughter of Mr. Howard Welby,  
diamond merchant and silversmith,  
of Garrick Street, W.C. Mr.  
Welby, who has been in Scotland,  
at the time of the accident was  
hurry back to London to meet  
his son, who is returning from the  
East.

## **EXCHANGE RATES.**

(BRITISH WIRELESS SERVICE.)

Rugby, Oct. 15th.	
Paris	124.20
New York	4.55 1/2
Brussels	34.89
Geneva	28.80
Amsterdam	12.10
Milan	92.60
Berlin	89.38
Stockholm	19.14
Copenhagen	18.19
Oslo	15.19
Vienna	34.403
Prague	1632
Helsingfors	1921
Madrid	30.033
Lisbon	1072
Athens	373
Bucharest	8021
Rio	3.29/32
Buenos Aires	47.5/16
Bombay	1/6 1/2
Yokohama	1/10 11/18
Shanghai	2/3
Hong Kong	2/05
Silver (spot)	26.9/16
Silver (forward)	26.11/16

## **MRS. NEFF SUFFERING FOR SIX YEARS WITH MANY AILMENTS.**

THE POO ON CHINESE HERB  
TREATMENT MADE A COM-  
PLETE RECOVERY.

Mrs. Eva Neff, wife of Mr. W. T.  
Neff, a Modesto Real Estate Broker  
of 326, Pine Street, Modesto Cal.,  
U.S.A., hands and feet were swol-  
len to twice the normal size;  
stomach bloated, severe pains in  
chest and other complaints. She  
was unable to get relief or benefit  
from any other source. After tak-  
ing the Poo On Chinese Herbs, she  
is enjoying the first real good  
health in six years. She says:—  
"For the past six years my hands  
and feet were swollen to almost  
twice their natural size; my bones  
pained severely day and night  
feeling cold and numb, my stomach  
was bloated and the pains through  
my head and eyes never left me,  
and for the past three months I  
had a severe pain in my chest, my  
heart also gave me much trouble  
with pains and at times it seemed  
to stop beating and I experienced  
great difficulty in breathing. I  
also had fainting spells and always  
felt weak and exhausted. With  
these troubles I was suffering also  
from constipation and pains in my  
head, also from catarrh, and  
troubled with cough.

"I tried many doctors and many  
kinds of treatments people recom-  
mended to me, but could get no  
relief, and grew worse month by  
month. I finally read in the news-  
papers of how Mrs. G. M. Out-  
land, of 210 Sunset Boulevard got  
relief through using the Poo On  
Chinese Herbs, and about Mrs.  
C. E. McDaniels, of 605, Sixteenth  
St., was restored to health by tak-  
ing the Poo On Chinese Herbs.  
This led me to phone the Poo On  
Chinese Herb Company, making  
an appointment with the Chinese  
Herbalist. I was immediately im-  
pressed by the consultation and  
thought there must be some way  
of recovering my health. I began  
to take the Chinese Herbs getting  
some relief the first night and  
began improving daily. After tak-  
ing the Herbs for four days, my  
headaches, pains in my chest, back  
and eyes left me. This convinced  
me that this was the real treatment  
for me to get well. On the fifth  
day I returned to the Poo On Herb  
Co., for more herbs, and found  
several people waiting to see the  
Chinese Herbalist. One person in  
particular was Mr. C. W. Owen,  
who was telling of his condition  
before he took treatments with the  
Chinese Herbs. His experience  
after taking the Herbs for two  
weeks gave me fresh encouragement  
to continue this simple treatment.

"The swelling in my hands and  
feet is now gone, and I have no  
more pains of any kind, no more  
cough or throat trouble. I now  
feel free for the last six years. These  
Chinese Herbs have rid me of the  
misery that I have suffered.

"I am not in favour of using  
my testimonial in the newspapers,  
but if by so doing, I may help  
others who are suffering from like  
complaints, I am more than glad  
and willing to let people know  
what these herbs have done for me."

The practical experience of over  
twenty-five years of Yee Foo Lun,  
the noted Chinese Herbalist and  
founder of the Poo On Herb Co.,  
in Modesto Cal., U.S.A. and Hong  
Kong, is now within your reach,  
if you are suffering from the fol-  
lowing diseases:—Catarrh, bron-  
chial, throat and lung trouble,  
chronic cough, tuberculosis or  
asthma, hay fever, malaria,  
stomach trouble, indigestion, con-  
stipation, torpid liver, gastritis,  
piles, diarrhoea, fistula, heart  
disease, skin disease, eczema,  
scrofula, female trouble, nervous-  
ness, insomnia, obesity, kidney  
trouble, bladder trouble, lumbago,  
bright's disease, diabetes, rheu-  
matism, neuritis, dropsy, dizzi-  
ness, headaches, and many other  
chronic diseases have been restored  
to health and happiness without  
poisonous drugs or the knife by the  
Chinese Herb Treatment.

THE POO ON HERB CO.,  
Modesto Cal., U.S.A.

Hong Kong Office:  
66, Queen's Rd. Central,  
1st floor, Phone 5008.

## **HONG KONG STOCK EXCHANGE.**

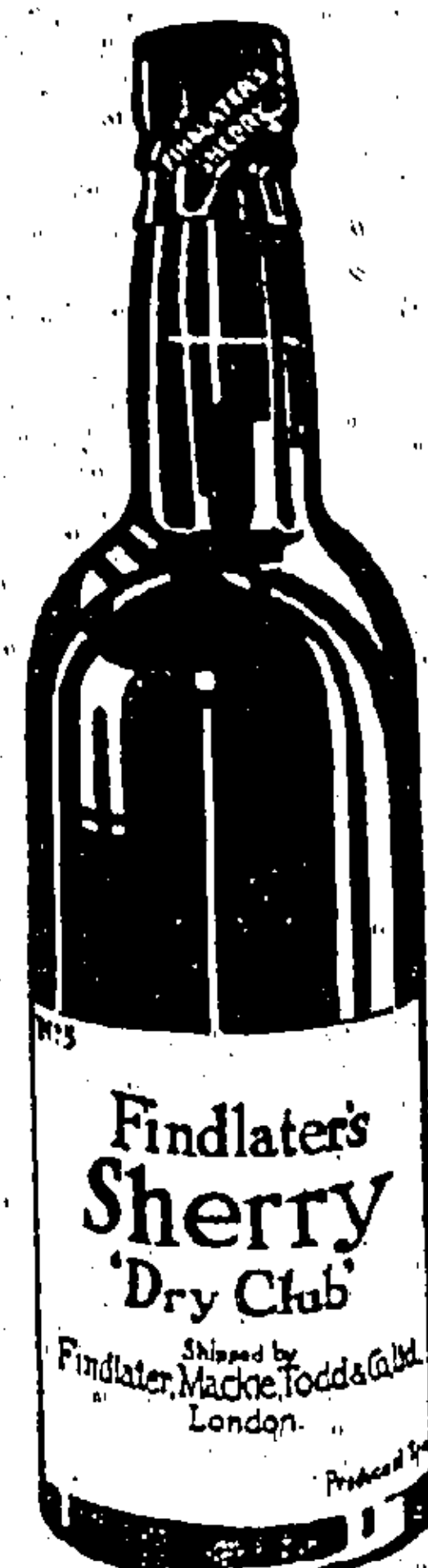
CLOSING QUOTATIONS.

OCTOBER 16th, 1928.	
B.K. Bank	£1,330 sel.
Do.	£1,401 nom.
Chartered Bank	£222 buy.
Mercantile Bank, A. & B.	£234 nom.
Do.	£234 nom.
P. & O. Bank	£294 nom.
East Asia Bank	£274 buy.
Canton Insurance	£390 nom.
Union Insurance	£372 sel.
North China Ins.	£160 buy.
Yangtze Insurance	£375 buy.
China Underwriters	£21 buy.
China Fire Insurance	£275 buy.
Hong Kong Fire Ins.	£800 sel.
Douglases	£324 sel.
H.K. Steamships	£27.40 sel.
H.K. Tugs	£40 sel.
Indo-China (Ref.)	£40 buy.
Do. (Def.)	£72 buy.
Shell Transport	£115 nom.
Waterworks	£22 buy.
Benguet	£21 buy.
Kailan Mining Admin.	£77 buy.
Langkate (combined)	£124 nom.
Do. (single)	£124 nom.
S'hai Explorations	£124 nom.
Shanghai Loans	£124 buy.
Rails	£124 nom.
Tromp Mines	£124 nom.
B.K. & W. Dock	£134 nom.
H.K. & W. Dock	£134 nom.
China Provident	£5.70 nom.
Hongkong	£156 nom.
New Engineering	£154 buy.
Shanghai Docks	£105 buy, 107 sel.
Ewo Cottons	£11.80 buy.
Oriental Cottons	£12.40 buy, 24's 1
S'hai Cottons (old)	£12.62 nom.
Do. (new)	£12.65 nom.
H.K. & S. Hotels	£12.65 sel.
H.K. Lands	£87.25
Shanghai Lands	£123 buy.
Humphreys Estates	£15.30 buy.
H.K. Realities	£24 nom.
H.K. Tramways	£23 buy, 23.60 sel.
Peak Tram (old)	£13 buy.
Do. (new)	£13.30 buy.
Star Ferry	£13.30 buy, 13.35
China Light (old)	£13.35 buy, 13.4
Do. (new)	£13.10 nom.
Do. (1928 issue)	£13.05 nom.
H.K. Electric (old)	£53.40 buy, 53.4
Do. (new)	£52 buy, 52.4
Macao Electric	£484 buy.
Telephones	£7.15 buy, cum rights
Do.	£5.30 sel, rights
Do. rights	£12.104 buy.
China Bank	£12 nom.
Singapore Tractions	£12 nom.
Do. (Ref.)	£18/18/19 sel.
China Sugars	£1 nom.
Malayan Sugars	£19 buy.
Canton Loan	£34 nom.

(Continued on next column.)

# **FINDLATER'S 'DRY CLUB' SHERRY**

A LIGHT MEDIUM WINE, WHICH HAS ESTABLISHED  
ITSELF AS FIRM FAVOURITE IN MANY  
LEADING CLUBS OF THE WORLD.



Stocked by:—

THE WING ON CO., LTD.  
THE SUN CO., LTD.  
THE SINCERE CO., LTD.  
NAM HING LOONG  
SANG TYE  
TYE SHING  
CHUEN YUEN  
KWAN TYE  
HUNG CHEONG, Kowloon.  
THE EMPRESS STORE, Kowloon.  
RAHIM'S STORE, Shamson.

ALSO AT THE PRINCIPAL  
HOTELS AND CLUBS.

## **SUGGESTION:—**

LADIES APPRECIATE THEIR DINNER BETTER AFTER A GLASS OF  
FINDLATER'S "DRY CLUB" SHERRY, THAN AFTER A COCKTAIL.

Distributors—GILMAN & Co., Ltd.



**Vichy Celestins**  
Natural  
Mineral Water

from the famous Celestins  
spring, is a very pleasant  
corrective for gastric  
troubles and liver dis-  
orders.

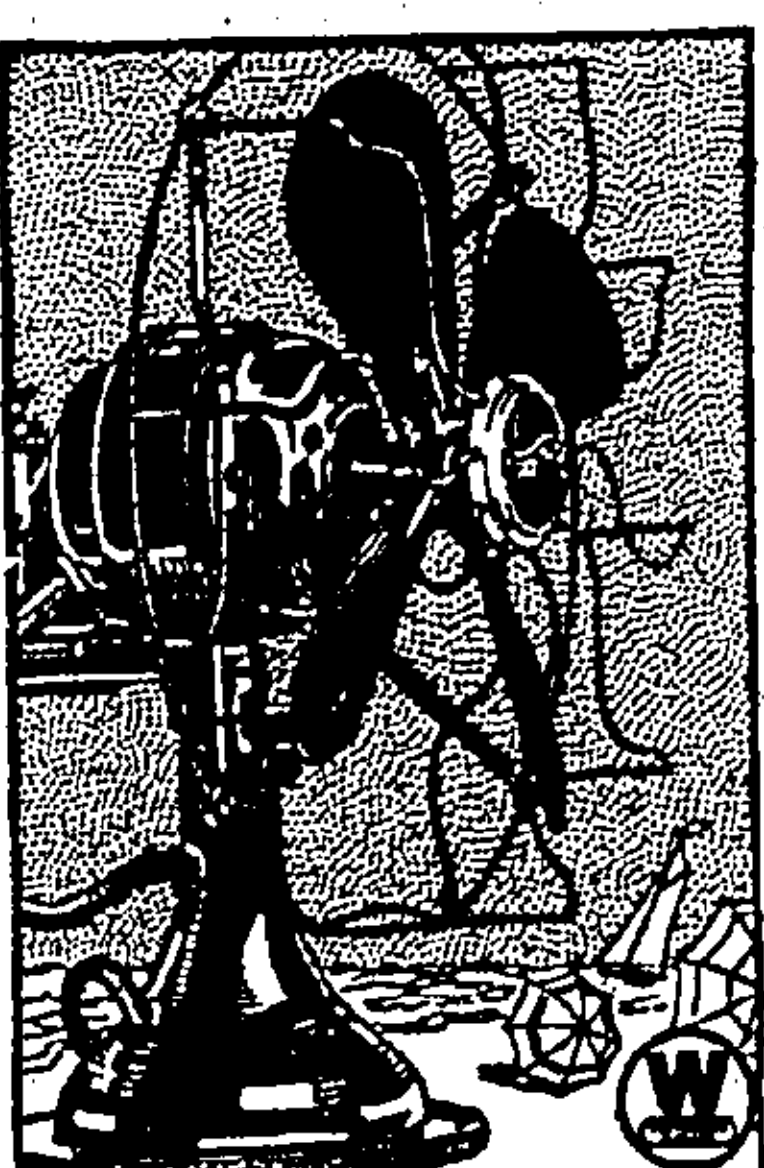
It gives zest to the appetite  
and helps one to enjoy the  
pleasures of the table.

**VICHY-CELESTINS**

Obtainable at Hotels, Clubs,  
Chemists and Stores,  
or from the

Sole Agents:  
**The French Store**  
Beaconsfield Arcade.

Cements (combined)	£8.90 buy, 9.70/90 sel.
Do. (old)	£8.25 nom.
Do. (new)	£8.25 buy.
H.K. Ropes (old)	£7.60 buy.
Do. (new)	£7.65 buy.
United Asbestos	£22.40 buy, 22.80 sel.
Watsons	£141 buy.
Der A Wings	£30.60 nom.
Lane Crawford	£2.80 buy.
Mackintoshes	£20 nom.
Sinceros	£34 buy.
Wm. Powells	£34 buy.
H.K. Amusements	£224 sel.
H.K. Constructions	£41 buy.
Equ. Indus. G. & B.	£41 buy.
H.K. Govt Loans	£7 prem. buy.
buyers; sel. sellers; am. sales;	nom. nominal.



Why not have the  
cooling comfort  
of a

**Westinghouse Electric  
Fan?**

Reiss, Massey & Co., Ltd.  
Sole Distributors  
FOR HONG KONG AND  
SOUTH CHINA.

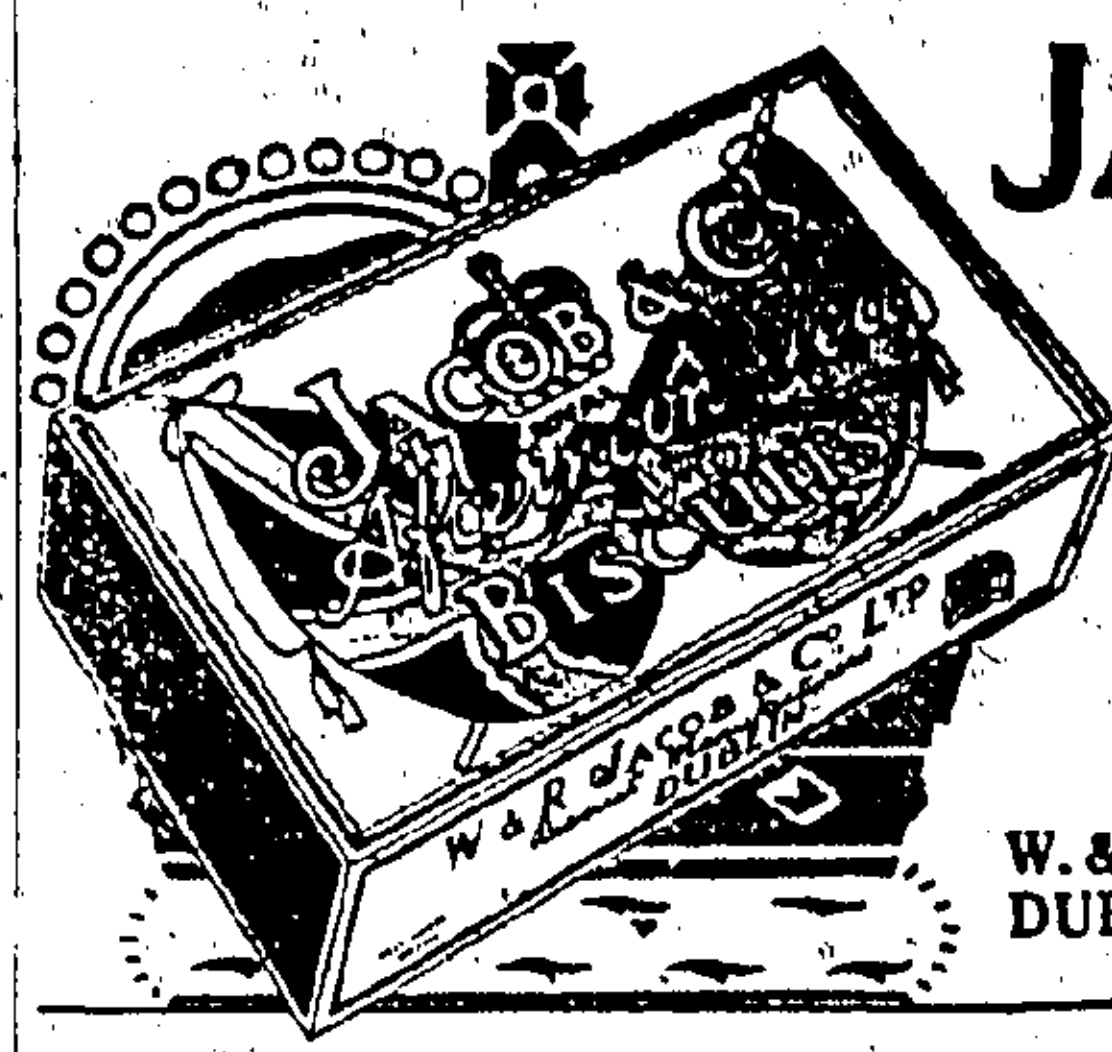
**Westinghouse**

COMING!

**MOISEWITSCH**  
"The Poet of the Piano."

BOOKING AT MOUTRIE'S.





**JACOB'S**  
ROYAL  
AFTERNOON  
TEA  
BISCUITS  
A daintily tempt-  
ing assortment  
that makes tea-  
time a treat

W. & R. JACOB & CO., Ltd.  
DUBLIN INELAND

## Leb's Trade and Shopping Guide of Hong Kong

July 1928 to June 1929

AN ANGLO-CHINESE DIRECTORY

CONTAINING:

Maps of Hong Kong's Business Section showing  
Buildings and House Numbers.  
Government Offices and Justices of the Peace.  
Alphabetical list of Firms and names of staff.  
Classified lists of over 150 classes of Business,  
Trades, Professions, Shops, Associations, etc.  
Practical Information and Abridged Time Tables  
of Railway, Tramways, Buses, Ferries, etc.

"Is excellently arranged and will be very useful."  
Hong Kong General Chamber of Commerce.

"Is exceedingly informative, and cannot but be help-  
ful to anyone having occasion to refer to it."  
Chinese Chamber of Commerce, Hong Kong.

STRONGLY BOUND IN  
CLOTH AND SOLD FOR **ONLY \$1.00**

Obtainable from LEB'S, 10 Queen's Road Central,  
Brewer & Co., Sayce & Co., Lee Yee, Peak Tramway Book  
Stall, Star Ferry Book Stall, and forty other stores.

THE NAVY'S CHOICE

**Coates'**  
ORIGINAL

**PLYMOUTH GIN**

OBTAINABLE EVERYWHERE.

MERCHANT'S

SIR?



Certainly.

What else

should I

drink?

**MERCHANT'S**  
Gold Label  
Whisky.

ON SALE.

HONG KONG HANSARD RE-  
PORTS OF THE MEETING  
OF THE LEGISLATIVE COUNCIL  
for the Session 1927.

Revised by Members.

PRICE ... .. \$5.

HONG KONG DAILY PRESS OFFICE.

**THEATRE  
ROYAL**

9.15 p.m.

LAST 3 DAYS

**WILBUR'S  
Black Birds**

In a sparkling  
programme of fun  
and melody.

To-night "A MINSTREL REVUE"

To-morrow "VARIETY"

Friday "ELECTION TIME  
IN DIXIE"

Prices: \$3, \$2 and \$1.

BOOKING AT MOUTRIE'S.

Please to remember

The Third of November.

St. Peter's Church

Gala and Fete!

## A DARWIN MEMORIAL.

NATURALIST'S HOME  
ENDOWED.

Mr. George Buckston Browne, fellow of the Royal College of Surgeons of England and of the Society of Antiquaries, London, having acquired Darwin's home, Down House, in the County of Kent, from Prof. C. G. Darwin, grandson of the naturalist, has transferred its possession to the British Association under the most liberal conditions, and with an endowment amply sufficient for its maintenance and preservation for all time. The Association have issued a full description of the house, and from it the subjoined particulars have been extracted.

At present Down House serves as a private school. When the tenant's lease falls in or is acquired, Mr. Buckston Browne desires that the property be regarded as a gift to the nation and opened to visitors every day of the week between the hours of 10 and 3, without charge. He also desires that the Association should use Down House and grounds, for the benefit of science. The donor has also suggested that certain of the rooms—particularly the old study, in which the "Origin of Species" was written, should be furnished, as near as may be possible, as they were when Darwin lived in them. He has already taken steps to secure this end, and has obtained the willing co-operation and greatest assistance from various members of the Darwin family. Indeed, without the generous co-operation of the Darwin family the transfer of ownership could not have been effected. The late Mrs. Litchfield, the third daughter of Charles Darwin, bequeathed for Down House her father's study chair and letter-writing machine. Mr. Buckston Browne has commissioned the Hon. John Collier to paint replicas of his well-known portraits of Darwin and of Huxley to be hung at Down House, commissions already completed.

It is hoped that the shelves of the old study may be filled with all editions of Darwin's works; and that Down House may become a Darwiniana where students will have an opportunity of consulting all original documents concerning Darwin and his writings. Such an end can be attained only if the British Association succeeds in enlisting the sympathetic co-operation of all who may be the fortunate owners of articles which were in the possession of Darwin or were associated with his life.

It may not be amiss to recount some of the circumstances which led up to the appeal for the preservation of Darwin's home. Some years before his death, the late Sir Arthur Shipley, Master of Christ's College, Cambridge, where Darwin was an undergraduate, wrote to a member of the British Association as follows: "It seems to me that Down House ought to be a national possession. Do you know of any means by which this can be brought about?" On the eve of the Leeds meeting of the British Association, on August 31st of last year, the Council of the Association considered this matter and empowered the then president (Sir Arthur Keith) to make a public appeal at the close of his presidential address, with the happy result which all now know. It was with as much surprise as satisfaction that Sir Arthur Keith learned that the man who answered the call was a fellow of his own College. Indeed, he knew Mr. Buckston Browne as a generous benefactor to that College and to the Harveian Society, but was unaware of his love for Darwin and for Down. It was later than he learned that Darwin's friend Huxley had long ago exerted an abiding influence on the donor of Down.

Darwin was born at Shrewsbury on February 12th, 1809; Down House was purchased for him by his father, Dr. Darwin, and he took up his residence there on September 14th, 1842. Darwin was then in his thirtieth year; three years previously he had married his cousin, Emma Wedgwood. His two eldest children, William and Anne, were born in London, the third, Mary, was born and died just after arrival at Down. Then followed in 1843 Henrietta, who became Mrs. Litchfield; in 1845, George, who became Sir George Darwin, and whose son, Prof. C. G. Darwin, succeeded to the ownership of Down and is the fifth of a succession of father and son who have been elected fellows of the Royal Society—a unique record; in 1847 Elizabeth was born; in the following year Francis, who became Sir Francis Darwin—a distinguished botanist and president of the British Association. Leonard followed in 1850—Major Leonard Darwin, scientific worker, philologist, and the founder and still active supporter of the Eugenics Society. Then came Horace, now Sir Horace Darwin, happily still alive; and last, number 10, Charles Waring Darwin, who died in childhood. Down was the home of a large and happy family, perhaps the most gifted family ever born in England. There the great naturalist died on April 19th, 1882. In that period Darwin made his first draft of the "Origin of Species" (1842); he wrote his

(Continued on next column).

## HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN SUPPER-  
INTENDENT OF POLICE.]

Grand Tattoo—October 4th, 5th  
And 6th.

The following Memo is published  
for information of all ranks:—

"The C.S.P. wishes to convey his hearty appreciation and grateful thanks for the most excellent work, on the three nights of the performance, of all ranks of the Hong Kong Police Reserve engaged on special duty in connection with the 'Tattoo'."

2.—As a member of the "Tattoo" Working Committee and particularly as Chairman of the General Services Committee, the C.S.P. wishes further to thank all Police Reserve officers on duty at the entrance to the Tattoo Ground for their most valuable assistance in checking tickets."

(Sgd.) E. D. C. WOLFE,  
C.S.P.

October 9th, 1928.

Police Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held as usual on Tuesdays, October 16th and 23rd, at 6 p.m. sharp.

Squad Drill.

All recruits of the Chinese and Indian Companies, and of the Flying Squad will parade at Central Police Station on Thursday, October 18th, at 5.30 p.m. sharp for Squad Drill under Sergt. Condon. Dress: Mufti.

Chinese Company.

Commendation:—Constable R78 Frank S. Y. Wong is highly commended by the C.S.P. for the prompt action taken by him on September 25th, which led to the arrest of a thief, who had snatched a purse from a European lady on Causeway Road; the snatcher was subsequently sentenced to six months' hard labour and 12 strokes.

All advanced men of the Chinese Company will attend at the Central Police Station on Thursday, October 18th, at 5.30 p.m. sharp for Rifle Exercises, Extended Order and Baton Drill under Sgt. R. J. Hunt. Dress: Mufti; rifle, belt, side arms, and truncheon to be carried.

Indian Company.

Strength:—Constables R230 Inayatullah and R244 N. N. Zaveri having left the Colony for good, have been struck off the strength of the Indian Company as from October 1st.

Parade:—All ranks of the Indian Company will parade at Police Headquarters on Tuesday, October 23rd, for drill under Sergt. Condon. Fall in at 5.30 p.m. sharp. Dress: White uniform, belt and cap with white cover. No member may be absent from this parade without leave from the Company Commander.

Flying Squad.

Strength:—The following recruits have been taken on the strength of the Flying Squad and posted as under:—

Constable R338 Robert Chan to Kowloon Section, as from October 10th.

Constable R310 Chan Tze Fai to Hong Kong Section, as from October 12th.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, October 16th. Fall in at the Tsimtsatsui Fire Brigade Station at 5.30 p.m. sharp. Dress: Khaki uniform.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, October 18th. Fall in at the Central Police Station at 5.15 p.m. sharp. Dress: Khaki uniform.

Sharpshooters' Company.

Night Firing Practice:—Night Revolver Practice will be carried out on Kennedy Road Range on the evening of Wednesday, October 24th, at 9 p.m. Members will assemble at the range at that time with revolvers, belts and holsters.

(Sgd.) W. KENT, A.S.P.,  
Adjutant.

Hong Kong, October 16th, 1928.

researches on the zoology of the Beagle, on "Structure and Distribution of Coral Reefs," and prepared a new edition of his "Journal of a Naturalist." Before he settled down to work at barnacles, to which he gave seven years (1847-54), he prepared his papers on volcanic islands and on the geology of South America. Preparations for the "Origin of Species," which did not receive its final form until 1859-60; went on continuously from 1849 onwards. Then followed his inquiries into "Fertilisations of Orchids" (1862), "Variations of Animals and Plants under Domestication" (1868), "Descent of Man" (1871), "Expression of the Emotions" (1872), "Movements and Habits of Climbing Plants" (1876); "Insectivorous Plants" appeared in the same year; "Cross and Self-Fertilisation" in 1876; and his last work of all, one which was begun soon after he settled at Down, "The Formation of Vegetable Mould through the Action of Worms."

No single home in the world can show such a record. Truly, from Down, Charles Darwin shook the world and gave human thought an impress which will endure for all time.

## A MEMSAHIB ON THE N.-W. FRONTIER.

THE DAY'S ROUND.

"Great news, folks; a wild west film is coming. Shaders of terror, spasms of amainment, extasies of joy."

"All featuring the world's greatest movie film actor, King Amanullah."

"Don't miss this week's show with all its thrills and expectations." This is a handbill thrust into my tent (writes a correspondent of the *Manchester Guardian*) from the institution which is our pride, the Great Frontier Cinema. In the midst of barren rock and desert our little cantonment, with its fort like an ancient citadel, lies like an emerald on a heap of ashes, irrigated by water brought from many miles away, to which we daily offer our blessing for the flowers and trees we enjoy, so that we almost forget that a mile away the land is parched and bare. We have our days on which the water may be diverted into our gardens to water the roses and peas, which we watch so anxiously. Throughout the day's heat native men, women, and children may be seen washing in the water; the children with the abbreviated shirt which is their only garment hold up while they squat down and splash.

Along the roads stroll soldiers and civilians: Hindu babus, Pathan raiders of great comeliness and an air of devil-may-care that at once wins the susceptible heart of the new-comer; heavily veiled but graceful Mohammedan women from the mountains; Sikhs and Punjabis, gay and debonair, all wearing a turban from darkest blue to the ruddy brown of the Wazir, who looks like a bronzed Englishman. Amongst these are a handful of Europeans, including some of the healthiest children to be seen anywhere, because the climate in winter is marvellous, and in the hot weather quite impossible for children, so that they are obliged to go to the hills.

Strings of camels trail along, passing through with their merchandise or human loads on their way to the plains, and every year, as the cold weather approaches and life in the hills becomes too cold even for the hardy Afghan, caravans pass through conveying whole villages to warmer quarters. Once there, encampments are pitched and the women, children, and camels left for the winter, while the men make their way to the coast, there to take ship for Australia, where, in the mines, they find well-paid work which ensures a life of wealth and ease for the rest of the year after their return home. Buffaloes and bullocks stroll along leisurely; the only animals to hurry are the little ponies who draw the tongas (the curious ill-balanced, two-wheeled car that serves as the local taxi) in which we all travel, and over whose fare, though officially regulated, we haggle every time we make a journey. The "tonga-wallah" is always "poor man, and the honoured sahib will want to give lakhsheesh."

The "Perimeter Wire."

All around the cantonment, about three miles in circumference, runs the "perimeter wire," a heavy barrier of barbed wire, punctuated at intervals by great spiked gates patrolled from dusk to dawn by sentries, during which time no one may pass out or in; beyond this perimeter no European woman may at any time go without escort. Frequent raids take place, and elaborate instructions are published in case of anything serious happening, as abduction is a continual threat, and authority has no desire to be troubled with the need to send out a rescue party for a memsahib who has carelessly allowed herself to be carried off. Beyond the perimeter, lies the "city," with enormous mud walls and open stalls, where the owners squat smoking their hookah surrounded by their wares, which are spread out on the ground—food, clothing, saddlery, and the nondescript rubbish accumulated for no known purpose.

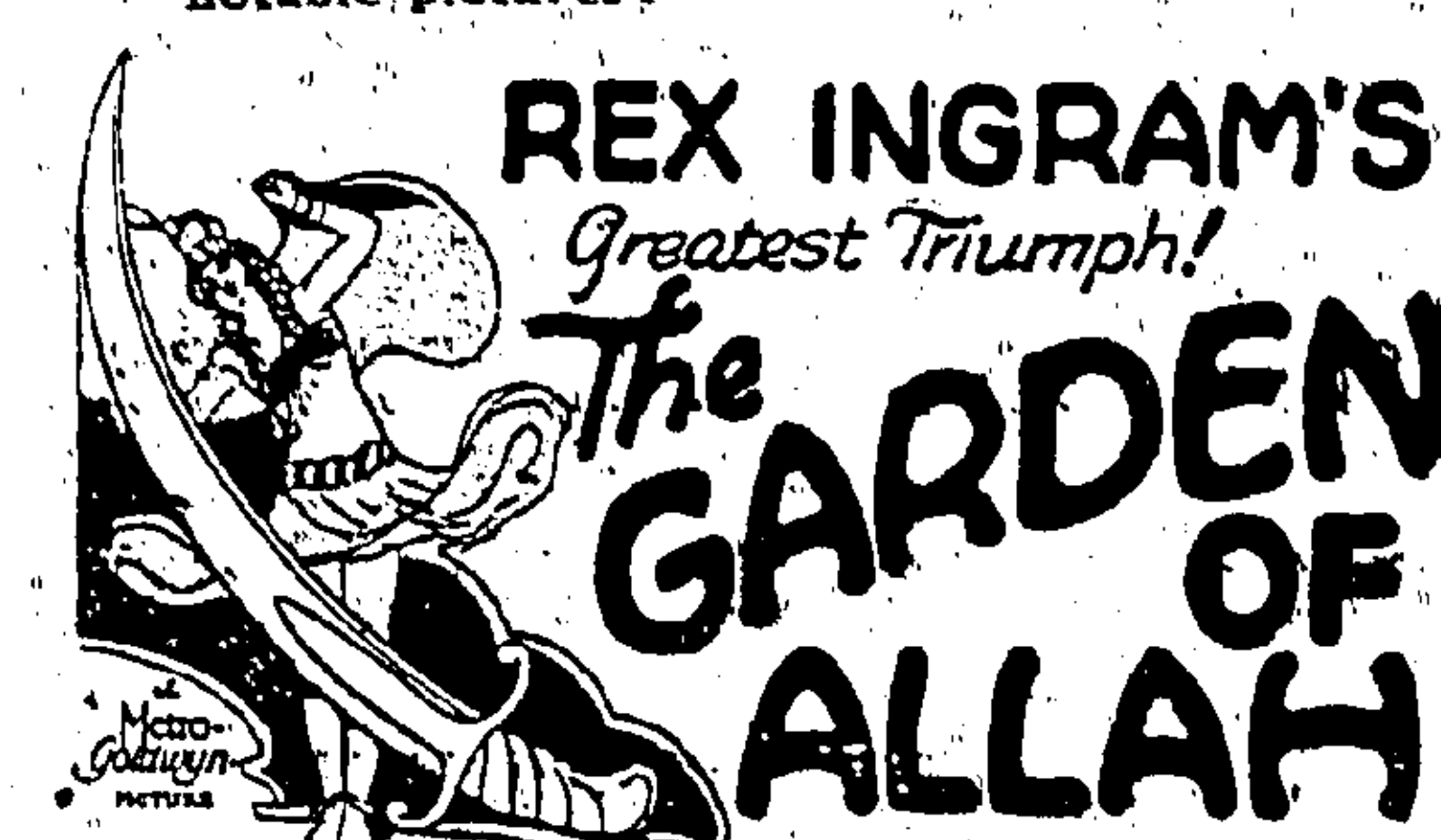
Inside the cantonment we live in what accommodation we are lucky enough to receive; bungalows for some, for the majority tents. Any one can live a civilised life in a bungalow, but it takes a little ingenuity to make a tent habitable. It is also difficult in tents to regulate the temperature; in winter we shiver round a smoky fire, and in spring and autumn almost gasp with the heat.

The local Selfridge is Babu Das. He hires furniture, sells motor-cars, and runs the only store. His cupboards and counters display a little of everything; if you do not see what you want, ask for it and it will be produced—at a price. Prices are heart-breaking. Every thing costs far more than at home, and it behoves the shopper to know the approximate value of the article she would buy or it may soar beyond all reason. Then begins the never stale Oriental game of bargaining. "Twelve annas! Rubbish, I'll give you six." The reply may be either "As your honour will," or a stubborn refusal to budge one penny, much depends on the size of last month's account or whether one last happens to have entered the shop on the right or wrong side of the owner's little "dose-of-opium."

(Continued on next column).

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AND JAMES RENNIE  
IN  
THE  
DUST FLOWER**

From the famous novel by Basil King.

AT THE **STAR** FINAL SHOWINGS TO-DAY  
Continuous 2.30 to 11.15.

Housekeeping.

There is no servant problem, and with a good bearer one's household runs on oiled wheels. The very careful housewife weighs out every ounce of flour and counts the potatoes as they go into the pot, but most of us know the truth of the Eastern proverb "Is a little oil spilled? Is a little corn stolen? It is the price of tranquillity," and are content with a daily visit from the khandama or cook with his account. "Potatoes, five annas." "Five annas," you say with stern uplifted eyebrow. "That's rubbish; think again." Very philosophically comes the reply, "Potatoes, two annas," and so it goes on, very profitably for the khandama, if the mistress is inexperienced, and very fairly if she has a sense of value and knows the capacity of an egg. When he reaches the end of his account and realises that he has made only about three annas he makes his last throw, and hazards "Twenty-two eggs—four for breakfast, three for macaroni cheese, two for sandwiches, two for savory, two for custard, and (with a rapid calculation) nine for eggs." One patient knocks one off the custard, one off the macaroni cheese, and finally comes down to twelve. With a resigned sigh he delivers his parting shot. "Well, Hunzor, in future only two eggs in cake, but the best is not too good for sahib." He retires to his cookhouse, where he does wonders with a closed-in stove which burns charcoal. In the top of the stove are holes on which the various pans are placed, with charcoal on their lids, and how the delicious meals are produced probably no European has ever been able to fathom.

Then comes a visit from the dholi, who is the laundry and Achille Serre combined. He squats on the floor and counts over the washing, if required he will press one's entire wardrobe between morning and afternoon. The clothes are washed in one of the canals, but dried in the merciful

sun, and though no soap is used the results are better than those delivered by a "scientific laundry" at home.

Service.

All the rest of the work is done quietly and unseen by the proper people; the sweeper sweeps and cleans, the blistic brings the water, the misalchi washes up and dusts and runs errands and is generally at the beck and call of the khitmutgar (butler) and the bearer, under whose eagle eye all the others work. Owing to the rigidities of caste no man will, or can, undertake another's work; but should any of this host-of-myrmidons leave one need feel no pang. In half an hour a crowd of would-be servants is at the door. Orders for the day given, the quarter looks after itself, meals arrive to time, unexpected guests are dealt with, clothes put away and baths prepared, so that the day is free for one's own interests, and we betide the woman who has no children or other resources in herself. The club is very small, and offers only tennis and golf in a small way; there are no shops or cafes, and walks are very restricted. To anyone interested in languages there is a vast field for interesting ploughing, as so many are spoken on the Frontier. Once learned they are the key that unlocks many human doors. All the people, whether high or low, value very highly a genuine interest in their lives and customs; no one is more hospitable than the Pathan if he feels you trust him; his home life is delightful, and any number of hours of study are repaid by more intimate knowledge of the people among whom one's lot is cast. The Pathans have no medical knowledge, and although they love their children deeply, they are ignorant of the simplest principles of child care; a woman who cures an obstinate cough or brings a fever down is regarded as heaven-sent and a sure sign of the friendship of the mysterious British Raj.





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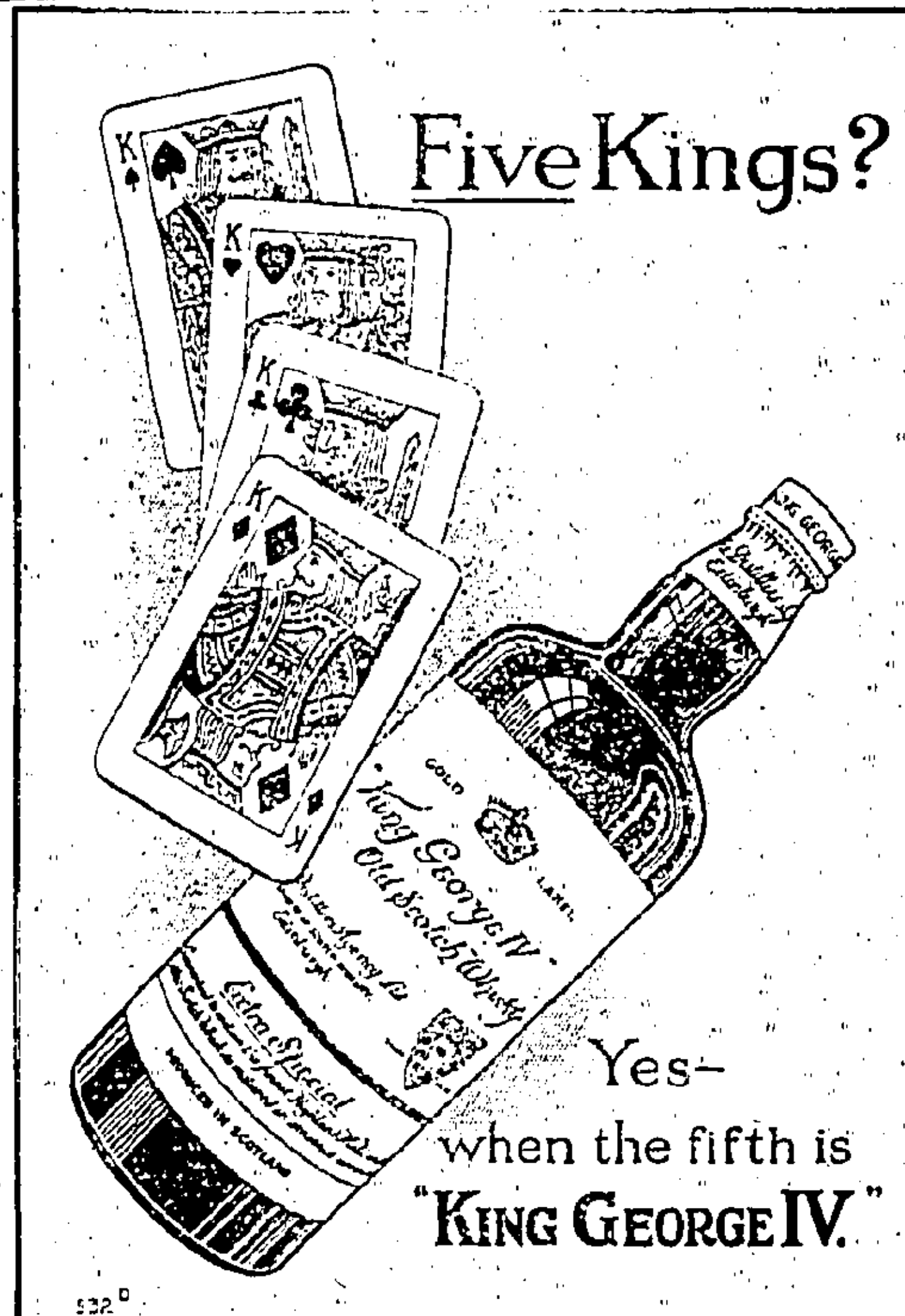
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## HOW FOOD IS WASTED.

IGNORANCE AND PRE-  
JUDICE.

Food prejudices are found to exist in all parts of the world by Dr. Charles W. Townsend of Ipswich, Massachusetts, who writes of them in *The Scientific Monthly*. They are the cause of an enormous amount of waste, perfectly good nutriment being thrown away by the ton as "not fit to eat." The educated cosmopolitan, says Dr. Townsend, does not hesitate to try strange foods. Not so the savage, the child, and the ignorant. In these three classes, food prejudices—often curious and irrational—abound. He goes on:

"In a hostile world, the savage must take heed what he eats or he may rue the day. His tribes for generations have known what foods are good, and he avoids all others. Food prejudices to-day are due to inheritance from our savage ancestry."

"On both the American and European shores of the Atlantic Ocean two shellfish are common, the soft-shelled clam, and the edible mussel. The species of these two molluscs are the same on both sides of the water. In Europe, mussels are eaten freely but not clams, while the reverse is the case on the American side. This prejudice extends back to prehistoric times, for while clam shells abound here in ancient shell heaps, and mussel shells are merely needed in Europe the exact opposite is the case."

"Prof. Edward S. Morse, in his study of the changes in the shell of the clam, was amazed to find no clam shells in the Baltic shell heaps, while the living molluscs abounded in the near-by estuaries. 'It was the same in England; the clam had never been eaten, even in ancient times. It is a common shell there, and thousands of barrels are shipped to the Newfoundland fisheries for bait. We learned the epicurean delights of the clam from the North American Indians.' In a recent visit on the Norfolk coast of England I had great difficulty in persuading a company of educated English people to taste the clam."

"Children are nearer the savage state than their educated parents, and strange foods are often to them abominations. The wise parent instils the precept, 'Eat what is set before you and be thankful.' The unwise parent allows the innate talent for food prejudices to grow strong in his young hopefuls, and even boasts that his little Johnny or Mary can not eat this and can not eat that."

"The third class, the ignorant, is well represented—or rather used to be—by the peasant servant girl, who was content with corned beef and cabbage, and refused even to taste venison and wild duck."

"All of us are near the savage state," Dr. Townsend believes. He finds that food prejudices abound even among the educated. In the matter of fish, he says, this is strikingly the case. We read:

"In England and in this country the various kinds of flatfish, whether known as sole, plaice or flounder, are considered good and delicate eating. In the Gaspé Peninsula, in Newfoundland and in Labrador, this is not the case. At Grand Greve in Gaspesia, I told a fisherman and his wife the high esteem and high price in which the flounder was held in Boston, and suggested that the next he caught should not be wasted. A few days later I saw several flounders deposited as fertilizer in the garden, and on my exclaiming at the sacrilege, he said, 'Oh, they are not fit to eat.'"

"In my youth, when on codfish excursions I caught pollock, no matter how large and fine, I was told to return them to the water as they were 'not fit to eat.' Nowadays this prejudice seems to have disappeared. At Grand Manan, New Brunswick, haddock and hake were formerly thrown away, and nearly everywhere along our coasts the dogfish, hated by fishermen, is destroyed and cast out. It is true that the dogfish is a shark, but it has firm white flesh which is nearly as good eating as that of the swordfish."

"In Labrador, young guilts are considered great delicacies as food, while the mere idea of eating cormorants is a thing abhorrent, yet guilts feed on the fish and jet-sam of the sea, on long-dend fish as well as on fresh ones. Cormorants, on the other hand, feed exclusively on freshly caught fish."

"To eat 'crow' has an unpleasant metaphorical flavour. Equally unpleasant, even abhorrent to most people, is the idea of eating crow in the literal sense. Now a properly broiled or roasted crow, especially if young, compares well with pigeon or quail. I took shooting and rook eating in Pickwick's time, at least, was common sport in England. A rook is a crow."

"I remember reading a sportsman's recipe for cooking porcupine, which included long stewings and changes of water. The recipe concluded with the advice—which was excellent under the circumstances—to throw it all away without serving. A nicely broiled porcupine steak or hind quarter, I can, however, aver from experience, to be excellent. The same can be said of woodchuck, muskrat, and skunk. I have tried them all."

## GIRL WHO "FOUND" VALENTINO.

EXPERT "DOCTOR" OF  
FILMS.

An English girl, Miss Kathryn Hayden, who gave Rudolph Valentino his first real start in films and is one of the leading Hollywood scenario writers, has been on a visit to England.

She went to Hollywood ten years ago as a typist. Her first contract since her return to England has been to write all the scenarios of Edgar Wallace's plays and books, and the first play, "The Man Who Changed His Name," was finished last month.

Miss Hayden knows the American film world inside out. She has done all kinds of work and met nearly all the important film people.

"Extra's" Part.  
She first saw Valentino when he had been given an extra's part in the film "Alimony." She watched him act, and when the film was finished she said to the director:— "This man is a find. Can you give him a good part in the next film?"

"The director took her advice, and gave him the part of rather heavy lead in 'The Married Virgin' at £8 a week."

"It was intended that he should play what is called 'the sniffling heavy,' or a sort of bad Douglas Fairbanks. But Rudolph proved superior to the plans."

Miss Hayden has become an expert "doctor." When a finished film is regarded as a failure and unmarketable, "film doctor" is called in to prescribe for it.

There was a film shown with success in one of the leading London cinemas about six months ago. That film had been "on the shelf" for months as a hopeless failure till Miss Hayden took it in hand, altered it, and gave it a novel "stunt" ending.

New Idea.  
She has brought a new idea with her to London, and started to carry it out. She has been to see "The Flying Squad" twenty times by herself, but finally she took the director of the film with her.

"We shall work together, eat together, think together until the film is complete," she said to a Press representative. "Neither of us will have a single thought or idea that we do not share. I think that is going to make a great difference to the film."

"The highest paid person in the film world is Mr. Thorberg, the director of 'The Trail of '98.'"

"You would hardly believe it in England, but there were thirty-four conferences, each costing about £300, before a word of that film was written."

Miss Hayden is not too clever to be superstitious. She is convinced that the number thirteen has played a large part in her life, and on her twenty-sixth birthday on September 13th she went to see "This Year of Grace," for which she had been given seat number thirteen in the thirteenth row.

Explorers in savage regions often learn to divest themselves of food prejudices. Captain G. E. Lyon, of U.S.S. *Albatross*, in a voyage of discovery in the Arctic regions under Captain Parry, was a good example. He says: "All were horrified at the idea of eating foxes, but very many got the better of their delicacy and found them good eating." Other instances cited by Dr. Townsend are as follows:—

"Captain George Cartwright, who lived from 1770 to 1796 on the Labrador coast, was another such adventurous soul. He found his men rebelled at being made to eat venison in winter in order to conserve the salt pork which they preferred, and only by an artifice did he get them to eat polar bear."

Stefansson, in *The Friendly Arctic*, gives a very good account of food prejudices among Eskimos. Dogs brought up far from the sea and fed on caribou and rabbit would not eat seal meat, while those brought up on the seashore would not touch other game when they were taken inland. In young dogs the prejudice was more quickly overcome than in old.

"It is well known that the introduction of potatoes and tomatoes in Europe was a slow and difficult process, and that Indian corn-meal is even now considered fit only for poultry in most parts of the British Isles, while the introduction of grapefruit as a part of the breakfast ritual has met with considerable opposition. In Labrador, turnip greens are eaten, but beet greens are thrown away."

"I discovered recently an intelligent and educated man over three-score years of age, who admitted that until he was twenty-one he had refused to taste any vegetable but the potato. He still refuses to eat or even taste beets. Of banana, watermelon and cantaloup he has never even tasted, and he shudders to think of trying them. Although he is fond of apple pie, he can not bring himself to try squash or pumpkin pie. How many good things in life this man has missed owing to his treasured food prejudices! How much better for him had he been brought up to eat the food set before him, and be thankful!"

## ROUND THE POLICE COURTS.

CHARGE OF RECKLESS  
DRIVING.

AT CENTRAL MAGISTRACY.

At the weekly traffic cases heard by Major C. Willson at the Central Magistracy yesterday, Mr. G. F. Haslam, manager of Messrs. Brunner, Mond & Co. (China), Ltd., appeared as the complainant in a summons for reckless driving against the Chinese driver of public car No. 144.

Mr. Haslam stated that he was driving a car on his way to town along Morrison Gap Road, and had just reached the curve near the Naval Hospital when the defendant's car passed him at a very high speed. By quickly swerving out of the way, complainant avoided a collision with the oncoming car, which missed him only by a few inches.

His Worship was informed by Traffic Sub-Inspector Alexander that the defendant was a new driver, and that the offence was committed in a controlled area. Remarking that this was all the more reason to be cautious in his driving, the Magistrate fined the defendant \$15.

## CAINE ROAD OBSTRUCTION.

The driver of private motor car No. 1800 was summoned for leaving his vehicle unattended in Caine Road.

According to evidence given by Mr. W. Kent (A.S.P.), car No. 1800 was standing at the top of the incline near the Old Bailey junction, presenting an obstruction to motor traffic in Caine Road. Mr. Kent said that he was obliged to pull up near the obstructing vehicle to avoid colliding with another car coming from the opposite direction. On looking into the stationary car, he could not see anybody in charge.

Defendant said that he was lying down inside the car, to which Mr. Kent replied that it was impossible for him to have failed to see the defendant, and in any case it was a *bona fide* case of obstruction. A fine of \$5 was imposed.

## AT KOWLOON MAGISTRACY.

PAINTER'S ACT LEADS TO  
GAOL.

A Chinese painter admitted, before Mr. W. Schofield at the Kowloon Magistracy yesterday, taking 14 ladders among other things as security for wages due from a contractor and without the latter's permission. This constituted an offence against the law, and the man was charged with larceny.

It was also revealed that the defendant had suddenly disappeared, and the ladders were also missing. He was later arrested by the police, and gave as his reason for taking the articles that a certain amount of money was due to him as wages from the owner of the property, under whom he had worked.

Taking the plea as one of guilty, his Worship sentenced defendant to six weeks' hard labour.

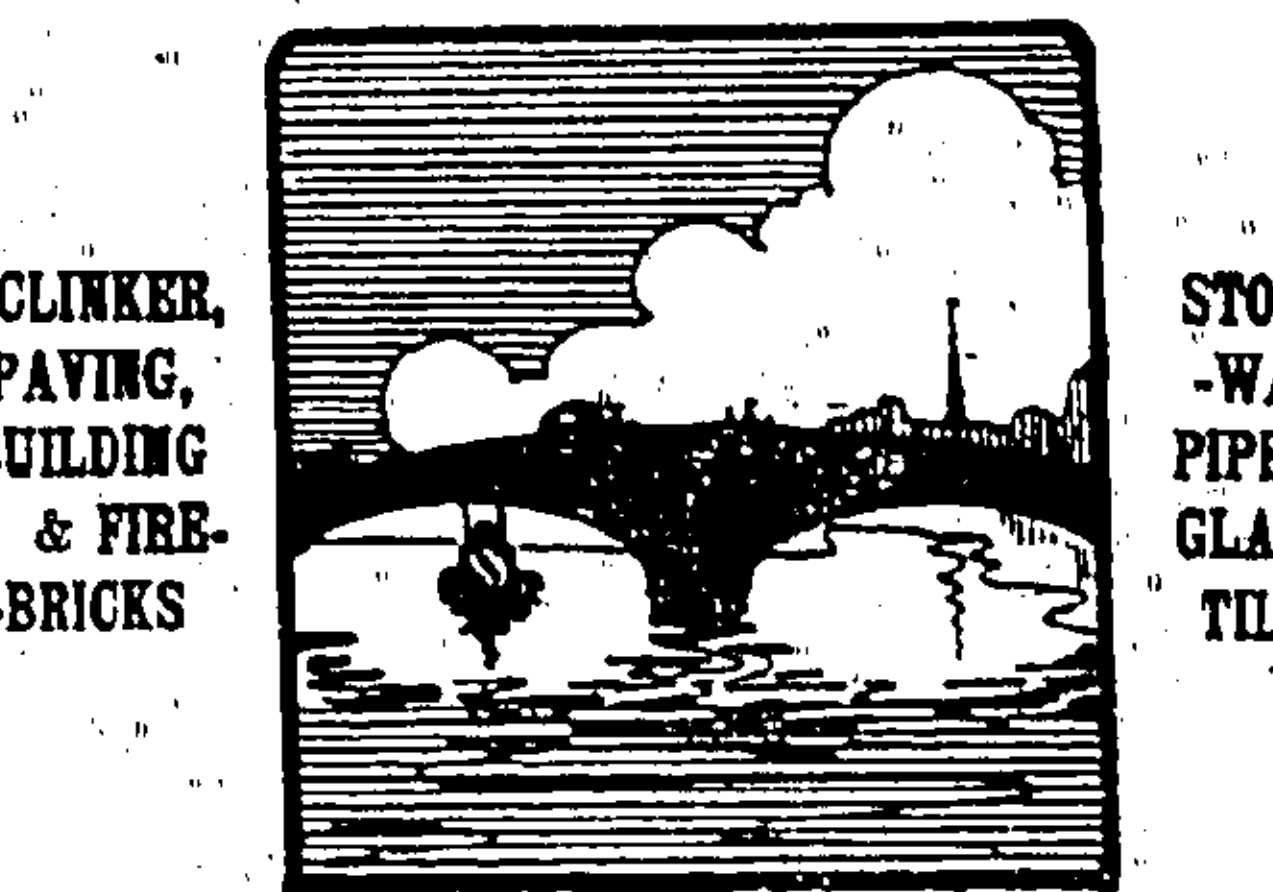
## TROUSERS AS GOOD LUCK.

A Chinese who appeared before the same Magistrate on a charge of being in possession of a pair of trousers regarding which he was unable to give a satisfactory explanation gave an ingenious excuse. He said that the garment was originally worn by his mother, who had since died. It was the custom in his district for a son to wear his dead mother's trousers for good luck.

This excuse was apparently an after thought, as the man when arrested had told the police that he had purchased the garment for 60 cents.

The final story failed to impress his Worship, who gave defendant the choice between a fine of \$7 or ten days' hard labour.

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## A CHAPTER OF SCOTTISH HISTORY.

CLAN THAT FOUGHT FOR THE  
STUARTS.

A tragic chapter of Scottish history is recalled by the sale of Invergarry House, Inverness-shire. The present residence is a comparatively modern building erected on the spot where lived the last resident Chief of the great Clan Donald, Alastair Ranaldson Macdonell, the seventeenth Chief of Glenarry.

From time immemorial Clan Donald has been one of the most strenuous and warlike clans in the Highlands, and members of it turned out in large numbers in the Stuart rising of 1745, while nearly 40,000 served during the European War, more than 8,000 being killed.

The property is to be offered for sale by auction this month, and consists of the house and 160 acres of land, and includes the salmon fishing below the falls of Garry and the fishing rights in Loch Oich, on the banks of which the property is situated.

## Castle Ruins Excluded.

"The ruins of the old Castle, which still remain in the hands of the Macdonell family, are, however, excluded from the sale."

The property was originally sold by the son of the seventeenth Chief to the Earl of Aboyne, and in the conveyance of November 13th, 1837, the following words appear: "Excepting the site of the old castle of Invergarry, the Monument at Tobernacann, and the family Burying Ground at Kilian."

A further declaration forbids the purchaser from assuming the title of Glenarry or Invergarry.

The ruined castle still stands upon the rock overlooking the loch known as the "Rock of the Raven," and from which the Macdonells took their crest, motto, and war cry. It was here that Prince Charlie arrived on August 26th, 1745, a week after the gathering at Glenfinnan; he returned again on the day after Culloden, and he and his followers slept on the bare floor. A few days later Cumberland's men arrived and burnt the castle to the ground.

The monument of Tobernacann (the Well of the Heads) referred to in the conveyance was erected by the seventh Chief to commemorate the "ample and summary vengeance" inflicted in 1661 on the seven murderers of young Ranald Macdonald of Keppoch. It was in this well that the heads of the murderers were washed before being presented to the Chief.

## Glenarry's "Tail."

Colonel Alastair Ranaldson Macdonell, known in the Highlands as the Seventeenth MacMhic Alastair, Chief of the Macdonells of Glenarry, was one of the quaintest figures of his day. He lived in the style of an ancient Scottish chieftain, and appeared both in London and in Paris in full Highland costume. He was always followed by 50 men and pipers, known as Glenarry's "tail," with whom he attended the coronation of George IV. at Westminster Abbey.

In 1822, when the King came to Edinburgh, Sir Walter Scott, who was managing the ceremonies, wished to swear in Glenarry's Guard of Honour. Glenarry refused to have them sworn, saying that he personally answered for every man in his territory.

He was a great personal friend of Scott's, and it is said that the character Fergus MacIvor, in "Waverley," is taken from his personal knowledge of Glenarry. Ranaldson Macdonell was drowned while saving his daughter in the *Striding Castle*, which was wrecked while coming from Oban to Inverness.

His extravagant living, with a view to keeping up the status of a Highland chieftain, so involved the property in mortgages that it was sold immediately his son succeeded him. His portrait now hangs in the Scottish National Gallery.

(Continued at foot of next column.)

## RUBBER AND TIN.

SHARE QUOTATIONS AND  
DIVIDENDS.

Messrs. Carroll Bros. report that the Tin share market is an active and rising one, but business has not been very large on account of the absence of sellers. A fair business has been done in Patalings at \$5.15/5.20, Kuchais \$1.60/1.70, Sungei Ways \$3.10/3.20, Sungei Besi 14/- to 15/-.

The Rubber share market has displayed a little more animation and there has been a fair enquiry for some of the cheaper dollar counters. Present quotations on Rubber shares are:

Ayer Pajas ..... \$6.00  
Baguwanies ..... 1.35  
Glenayles ..... 1.40  
Jimah ..... 1.20  
Kedahs ..... 2.90  
Malaka Pindas ..... 1.20  
Pajamas ..... 1.15

## Dividends Declared.

Sungei Bagans.—10 per cent final.  
Idris Hydraulic Tin.—10 per cent interim, making 30 per cent. to date.  
Penkalen, Ltd.—5 per cent. interim, making 15 per cent. to date.

## THE MODERN WAY IN AFGHANISTAN.

STRIKING INNOVATIONS.

From an official account published in *Atani Afghan*, a Kabul newspaper, the *Jirga* (assembly of the people) recently held decided that the Council of State should be replaced by a National Assembly of 150 members. Government servants will be ineligible for election to this body, and foreigners who become naturalized Afghan subjects will be ineligible until they have lived in Afghanistan ten years. Special Cabinets were constituted from among the Ministers, including one for investigating complaints brought forward by members of the National Assembly.

It was decided that compulsory military service should be extended from two to three years. It was also decided to abolish ceremonial uniforms and dress. Civil dress would consist of a black suit and military dress of khaki. It was likewise decided to abolish all forms of complimentary addresses; the King and Queen and all officials would be addressed in correspondence as "My Dear."

It was proposed that the Government should accept five Afghan rupees from every independent individual of the nation and one month's pay from every Government official to help to defray the cost of 50,000 rifles and ammunition purchased from France. Ghulam Mohiuddin Khan, the representative of Kabul city, made an offer of 10,000 rupees for this purpose, which was accepted. It was decided that lists should be made of property of officials at the time of their entering Government service, and that accounts of their income and expenditure should be kept.

The National Assembly should fix the number of domestic servants to be kept by officials. Persons entering Government service in future should not have more than one wife; those already in the service should not indulge in polygamy. The King advised the prohibition, as far as possible, of early marriages.

The *Jirga* decided that Afghanistan should adopt a tricoloured flag in place of the present black flag, which was said to be an emblem of mourning, and only fitted for Afghanistan before she achieved independence. The new flag will be black, red, and green, and on it will be emblems representing hills, the rising sun, and a stack of wheat, and the legends "Allah" and "Mohammed."

For more than 600 years the supreme Chieftainship of this great Scottish Clan has been in dispute between Glenarry, Clanranald, and Sleat. The question was settled some years ago, when the three Chiefs signed the treaty whereby they draw lots for precedence should more than one be present at the same time.



## COMMUNISTS IN CANTON.

## NOTORIOUS LEADER ARRESTED.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, Oct. 16th.—A Communist leader, Lo Mow, has been arrested as the result of a raid on his rooms inside the Yuet Shing Masonry Store on Man Fook Road. The raid was carried out by detectives, led by Captain Leung Tse Kwong, who first drew a cordon around the masonry in question, allowing no one to pass in or out. This was about three o'clock in the morning. The doors of the Yuet Shing Store were then forced open and the Communist seized before he had time to realise what had happened.

A search of the premises revealed a large quantity of seditious literature of Communist origin. The raid was the result of information furnished to the police by a spy, a native of the East River districts, who knew the Communist leader.

The prisoner was questioned when taken to the 2nd Sub-Police Station of the 5th Police District, and is said to have told the police of his activities in the East River district. He said he was one of the bandit leaders of the East River, and had come to Canton to "look things over." He also said that the East River districts are overrun by Communists. A week or so ago, he continued, more than a thousand armed Communist bandits tried to storm Mah Cha village in Tsang Shing. These desperadoes were armed with machine-guns and field artillery. Fortunately, troops stationed near by heard of this, and at once proceeded to check the raiders. Severe fighting ensued, both sides using field-guns and machine-guns, and the firing continued all night, but the following morning reinforcements of troops came on the scene, and the Communist bandits were routed.

The arrested Communist leader is also alleged to have informed the police of the whereabouts of some of his accomplices. Detectives at once set out to round up the gang, and three suspects have been arrested in Tung Hing Alley. Nine other persons were taken to prison as the result of another raid on a ricksha-pullers' club in Tung Sha Kok. All these arrests were made before daybreak.

## OCTOBER CRIMINAL SESSIONS.

## FIVE CASES ON CALENDAR.

## CARVALHO YEO TO HAVE SPECIAL SITTING.

The Criminal Sessions for October begin from to-morrow morning. There are five cases on the calendar, of which two will be brought before the Chief Justice, Sir Henry Gollan. The other three cases, all of robbery, will be heard by the Puisne Judge, Mr. Justice P. Jacks.

It is understood that Carvalho Yeo, who had been committed for trial on charges of defrauding the Hong Kong Treasury, will be tried at a special sessions to be arranged before the November Sessions.

## PRAYA MANSLAUGHTER CASE.

## ACCUSED WOMAN DISCHARGED.

Recently a Chinese beggar woman was committed for trial by the Second Magistrate on a charge of manslaughter, as the result of the death of a woman with whom she had had an altercation on the waterfront.

The medical evidence showed that the deceased had a weak artery in the region of the neck which was liable to give way under severe strain or excitement. Death was caused by the bursting of this artery, but this was not necessarily directly due to, though it could have been aggravated by, fighting. After considering the evidence, the Attorney-General has entered a *nolle prosequi* in the case. The woman has accordingly been released.

## FRUITLESS STRIKE OF FRUIT MERCHANTS.

## ANOTHER TRAGI-COMEDY IN CANTON.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, October 16th.—The Canton fruit-dealers, who have been on strike for the past two months or more in opposition to the Municipal Government's imposition of a 2½ per cent. import tax on all fruit coming into Canton, are gradually yielding to the Government. As our correspondent walked through the fruit market this morning, he saw several fruit stores open for business.

The great majority of the merchant strikers, however, are still holding out, refusing to open their shops, unless the Canton Government repents what they term the "abominable" fruit tax. These merchants still cling to the hope that they can force the Municipal Government to its knees. As a matter of fact, the Municipal Government is just as determined to retain the tax, and the Government is gaining the upper hand, as is shown by some of the fruit merchants resuming business and paying the tax in full.

In conversation with our correspondent, a fruit dealer who has yielded to the demands of the Government and re-opened his shop said that the strike has been a complete failure, as there has been no way of forcing the Government to repeal the tax. Ever since the beginning of the strike, small village fruit-dealers from Honan and the outskirts of Canton have been coming to the city and taking the places of the Canton fruit merchants. These villagers have erected small huts along the Bund where they carry on their business. They pay the import tax to the Government and consequently receive the latter's protection and encouragement, all to the detriment of the striking fruit dealers with regular establishments. Through these villagers, the small fruit dealers in Canton have been all along amply supplied with fruit, and many people never knew there has been a strike among the wholesale fruit dealers.

Our correspondent was told that it was purely because of the ineffectiveness with which the fruit dealers have carried on their strike against the Government that some of the merchants are re-opening their shops. Those who have so resumed business said they have suffered too heavily already, and that it does not pay to continue the strike any longer. However, the great majority of the dealers still think differently, and are still holding out against the local authorities. The present situation, however, seems to indicate that before long all the fruit dealers will be brought to their knees.

## GRAND TATTOO MOTOR PARADE.

## LIST OF PRIZE-WINNERS.

The names of the prize-winners in the Motor Parade at the recent Grand Tattoo are as follows:—

## TRADE CARS.

1st Prize—Standard Oil Company Model Service Station.

2nd Prize—A. Lung & Co.'s "Chrysler" Gallon.

3rd Prize—Asiatic Petroleum Co.'s Products Exhibits.

## PRIVATE CARS.

Mr. C. R. Ham's "Amilcar," decorated as a dragon pursuing the moon. (Only one prize given in this class.)

## MOTOR CYCLES.

1st Prize—The Sincere Company's "B.S.A." Exhibit, decorated as a crane's nest.

2nd Prize—Mr. Sand's "Morgan," decorated as a gold fish.

## NATIONAL CARS.

No prizes were offered for these cars, but a suitable memento will be presented by the Association to the ladies participating.

The prizes will be distributed at the annual dinner dance, which will be held at the Peninsula Hotel, Kowloon, on Friday, December 14th.

## CHINESE METHODS OF NAVIGATION.

## SECOND MATE'S CLAIM FOR WAGES.

## CHARTS AND COMPASS NOT ESSENTIAL.

That conditions and customs in the Chinese Mercantile Marine differ very much from those prevailing in the European Merchant Service was again revealed on the resumption of the case at the Summary Court yesterday before Mr. Justice P. Jacks, in which Chan Tung Shing, second officer of the s.s. *Sun Sai Kai*, sued the Sui Sang Steamship Co., Ltd., for the recovery of \$354. Of this sum \$254 was said to be the balance of wages due, and \$100 as special fee for pilotage.

Mr. C. A. S. Russ appeared for the plaintiff, and the case for the defendant firm was conducted by Mr. A. el Arculli.

At the previous hearing, plaintiff had stated that he was engaged by the defendant firm in January 1928, and had served until July 27th last. He was second officer of the ship, and his wages were \$60 a month. During the term of his service he had been paid at irregular intervals, and whatever money he drew from the company he had signed a receipt for. At times the company had no money, and he would therefore have to wait until they were in funds.

Plaintiff further alleged that while the ship was at Singapore he fell ill. The captain seeing that he was very dangerously ill sent for a doctor. The sum of \$40.18 in Singapore currency was later deducted from his wages to meet the doctor's bill.

Mr. Russ, at this stage, pointed out to his Honour that such deduction contravened the Shipping Ordinance.

Coming to his claim for pilotage, plaintiff said that on August 26th it was arranged that he should pilot the vessel from Singapore to Sui Sang, in Annam, for which service he was to receive \$100 as a special fee. He had many times asked for this money, but had so far received nothing.

It may be mentioned in passing that both the second officer and the captain of the *Sun Sai Kai* were formerly coxswains, the latter having been in that capacity for 27 years on a revenue launch of the Hong Kong Government. Plaintiff had admitted at the previous hearing that although he had no pilot's license, he knew the passage from Singapore to Annam. He also alleged that neither the captain nor the mate knew how to "lead the ship" there. On Chinese steamers very little navigation was done by means of the compass and charts. The man who had had practical acquaintance with a certain course was always appointed to pilot the ship.

## The Captain's Story.

Before the captain was called to give his evidence yesterday, both solicitors engaged in the case had a lively argument over the amounts mentioned in the claim. Mr. Russ, for the plaintiff, suggested that Mr. Arculli had agreed to the balance of wages due, but repudiated the pilotage fee. Mr. Arculli said he had admitted nothing of the sort. With regard to the item of the doctor's bill, Mr. Russ again suggested that Mr. Arculli had agreed to it. The latter replied that Mr. Russ should not be too optimistic, adding that if he would refer to the reports of the local European Press, Mr. Russ would see that he (Mr. Arculli) had admitted nothing.

Picking up a clipping from a local paper, Mr. Russ said that although he was not supposed to be a newspaper reporter, he found that Mr. Arculli was reported to have admitted nothing. Hau Fook, master of the *Sun Sai Kai* was then called to the witness box for the defence. He said he personally had engaged the plaintiff as second mate at a salary of \$60 a month. Plaintiff had never acted in any other capacity than second officer, and witness had never promised plaintiff \$100 as special fee for piloting the ship to Annam.

## Sickness Cured By Opium.

It was true that plaintiff suddenly became very ill when the ship was at Kwong Chow Wan. Witness was informed of this by the supercargo, but when he went to see the plaintiff, witness found that he had been cured after smoking a few pipes of opium. Plaintiff had told him that it was only a fit which lasted for a few minutes. No doctor was sent for, and plaintiff was not telling the truth when he said that a sum of \$40.18 had been deducted from his wages to cover medical expenses.

(Continued on next Column).

## SANITARY BOARD MEETING.

## MR. G. R. SAYER PRESIDES FOR THE FIRST TIME.

## OBJECTION TO A DAIRY LICENSE.

For the first time since his appointment to the Sanitary Board, Mr. G. R. Sayer presided yesterday at the fortnightly meeting of the members of the Board. Other members present were Dr. S. W. Tsao, Mr. Wong Kwong Tin, Dr. W. V. M. Koch, Mr. J. P. Braga, the Hon. Mr. H. T. Creasy, C.B.E., Dr. G. W. Pope (M.O.H.), Dr. S. C. Ho and Mr. J. Watson (Secretary).

There was no business of public interest on the agenda. Some little discussion, however, ensued when a minute was read by the President relative to the registration of No. 52, Woosung Street, Yaumati, ground floor, as a dairy. He said that he proposed to refuse the application on the ground that the premises were already licensed as an eating house. The milk which they wanted to retail would be kept in bulk and not in bottle, and for that reason he thought it would be better to refuse the application. Dr. Pope seconded the motion.

Mr. Wong Kwong Tin: What objection is there to milk being sold? Is there any danger of contamination?

The President: Yes, if it is kept in bulk.

Mr. Wong Kwong Tin: But if they agree to put the milk in bottles, would there be any objection?

After the M.O.H. had explained the situation, Mr. Sayer decided to hold the matter over until the next meeting.

## Authority To Inspectors.

It was also agreed that authority be given to Sanitary Inspectors A. T. Bralley, T. S. Clark, G. W. Gunn, J. I. Barnes, W. Fowgill, W. C. R. Lamprill and J. Gellatly to enter premises, and inspect and seize unwholesome food, in accordance with section 33 of the Police Health and Buildings Ordinance of 1903.

Witness, continuing, said that he gave plaintiff notice on June 18th, and asked plaintiff to call at the Shipping Office to sign off on June 20th. Witness went to the Shipping Office on June 20th with \$90, which amount was then due to the plaintiff as wages. He found that plaintiff had not turned up at the Shipping Office, and witness therefore handed the money to the Shipping Superintendent to give to the plaintiff if he should call to sign off. The money was, however, returned to witness, as the Superintendent of the Shipping Office refused to keep it.

Plaintiff turned up at the Company's office on June 23rd, when witness handed the money to him and asked him to go to the Shipping Office to sign off. Plaintiff, however, only took \$50 out of the \$90, and said he would call for the balance after he had signed off. There was therefore only \$40 due to plaintiff.

## Government Pays Regularly.

Cross-examined by Mr. Russ, witness said that when he was a coxswain in the Government Service for 27 years, he had always been paid regularly and that for every payment made, he would have to give a receipt.

Mr. Russ: Yes, of course, but what about your company?—In Chinese companies, we don't sign for money received. It is entered in a book, and if there is a dispute, we lose the money.

Mr. Russ: Yes, of course; that's our case, thank you.

Mr. Russ: You were a coxswain and know nothing about piloting?—If I can't pilot, how can I be a Captain?

Mr. Russ: You do not know Annam, and you had never been there?—But I can find it by the chart.

To further questions, witness admitted that sometimes there was no ready money at the company's office, and those who desired payment would be made to wait. He could not say why plaintiff should tell a lie about the doctor incident, because no doctor was ever sent for to attend to plaintiff.

Asked his opinion why plaintiff should only take \$50 when \$90 was offered to him, witness suggested that so long as plaintiff did not take the full amount that was due him, he was still on the articles, and that being so, was entitled to \$2 a day.

At this stage the proceedings were again adjourned.

## DIOCESAN BOYS' SCHOOL.

## VISIT BY MR. W. T. SOUTHERN.

His Excellency the Officer Administering the Government (The Hon. Mr. W. T. Southern, C.M.G.) and Mrs. Southern visited the Diocesan Boys' School yesterday morning. The distinguished visitors were received by the Headmaster and Mrs. Featherstone, the Rev. H. du T. Pynor, Mr. T. S. W. Chan (Bursar), and the four Senior Prefects, D. J. N. Anderson, Ma Chiu Chong, Woo Chai Eng, and P. A. Waller.

After inspecting the School buildings and grounds a photograph was taken, and the scholars then assembled in the Hall. After the National Anthem had been sung, the Headmaster, addressing his Excellency, and Mrs. Southern, said:—"On behalf of the Staff and Scholars of the Diocesan Boys' School and Orphanage, I welcome you here to-day. I assure your Excellency that we appreciate very highly the honour of such a visit. This School is fortunate in the very fine site which His Majesty's Government has given to it for educational purposes. The school is grateful for the consideration which Your Excellency has given personally to the Committee of the school during the last few years. We hope that this occasion will be by no means the last occasion on which Your Excellency and Mrs. Southern will honour the school with a visit."

## Loyalty And Comradeship.

In reply, His Excellency said he had derived great pleasure from seeing the delightful new premises, and of witnessing the progress the school has made under its energetic Headmaster "towards that perfection for which we must all strive." Continuing, His Excellency said:—"You must all work together for your school and at the same time you must all feel that the honour of the school is in the individual keeping of each separate boy. Each of you must make it his own special duty to uphold the school's honour in work and play alike. And no school rules and regulations will by themselves maintain a boy on that high plane which your school deserves. Voluntary discipline alone alone can do that, for, as a distinguished Frenchman once said, 'Voluntary discipline is worth more than the most elaborate laws and restrictions that may be placed on the statute book.'"

His Excellency said there was one thing in particular about the Diocesan Boys' School which pleased him, and that was its cosmopolitan character. "You have boys of many nationalities and from widely different places. English, American, Chinese, Japanese, Portuguese, and Indians are all represented in your ranks—boys from Hong Kong, boys from Swatow, Amoy, and Formosa,—let loyalty to your school be one of the links which will bind you together in bonds of friendship which will help to bring peace and prosperity to the peoples of China."

If they wanted an example on which to base their conduct and so build up traditions they might be proud to hand on, His Excellency commended to them Lady Haig's tribute to that distinguished soldier and great man, Lord Haig, who gave his life in service for the men who had served under him in the War. Lady Haig said:—"May his memory inspire us to follow his example and cherish as faithfully as he did the same simple, true and honest virtue, goodwill, good fellowship, good citizenship, loyalty to King and country, patriotism, pride in the high traditions of our race and land, and above all, comradeship."

In conclusion, his Excellency said he was going to ask the Headmaster if he would be so good as to grant them a half-holiday in which to enjoy on their playing fields the glorious weather which had followed the trying heat of the summer. (Applause.)

After granting the holiday, the Headmaster asked D. Anderson, the Senior School Prefect, to speak. Anderson said that on behalf of the school he thanked His Excellency and Mrs. Southern for their visit, adding that His Excellency's speech would long be remembered and treasured by prefects and boys. He then called for three cheers for the visitors, which were given very heartily.

His Excellency and Mrs. Southern subsequently met the members of the Staff, and left the school at about 12.15 p.m.

## NEW CHILDREN'S WEAR



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IN A VARIETY OF GARMENTS

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COATS & CAPS.  
PYJAMAS.  
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SHANGHAI POSTAL AUTHORITIES  
ON GUARD.

PREPARATIONS TO CIRCUMVENT THE STRIKERS.

LI TSUNG JEN RETURNS TO HANKOW.

## SECRET NEGOTIATIONS WITH JAPAN.

It is reported that a decision has been taken to postpone the strike of postal workers in Shanghai, but in spite of this the authorities are taking no chances, and their preparations are complete for maintaining the service of mails if the strike should after all materialise. The services of cadet corps, boy scouts and the foreign bankers' association will be utilised, while the military have promised that unarmed soldiers shall deliver the mail, and a thousand cadets will be sent down from Nanking to help in the sorting.

Important negotiations are said to be in progress between Mr. Yada, the Japanese Consul-General at Shanghai, and the Nationalist Government. Mr. Yada left for Nanking last Thursday morning, but the negotiations are shrouded in the utmost secrecy and no definite information can be gathered of their import.

General Li Tsung Jen has returned to Hankow after spending the last four months at Nanking. Big public demonstrations of welcome were held on his arrival. It is said that he will now devote himself to the reorganisation of the Wuhan armies and reconstruction work in Hupeh and Hunan.

PREPARATIONS FOR  
POSTAL STRIKE.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Oct. 16th.  
In the event of a postal strike the authorities are planning to maintain the service with the aid of the public school Cadet Corps, the foreign Boy Scouts' Association and the foreign Bankers' Association, while the Chinese military will lend unarmed soldiers to deliver the mail and will bring a thousand cadets from Nanking to assist in the sorting work. Meanwhile the General Labour Union is very active in fomenting trouble.

## SECRET NEGOTIATIONS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Oct. 16th.  
Mr. Yada, the Japanese Consul-General at Shanghai, went to Nanking on Thursday morning. It is known that very important Sino-Japanese negotiations are going on at Shanghai, but the utmost secrecy is being maintained and no details are obtainable.

NANKING'S REPRESENTA-  
TIVES.

(Wah Tsz Yat Pao).

SHANGHAI, Oct. 16th.  
As the result of long discussion at a meeting of the Nationalist Political Council yesterday, it was resolved to appoint General Li Lieh Chun as diplomatic representative of the Nationalist Government to Italy, and Dr. Chu Chao Hsin, Chinese Plenipotentiary Representative in Japan.  
At the same meeting it was also decided to appoint Mrs. Sun Yat Sen, Mrs. Liao Chung Kai, Mrs. Chiang Kai Shek, Mrs. Feng Yu Hsiang, Mrs. Ho Ying Ching, Messrs. Tsai Yuan Pui, Tai Chi Tao, Liu Chi Min, Fu Fen Kwang, Kiang Hsiang Yuen, and General Ho Ying Ching, as members of the "Committee for the establishment of schools for providing free education exclusively to the descendants of the late revolutionary heroes."

## CHAIRMAN'S DUTIES.

(Wah Tsz Yat Pao).

SHANGHAI, Oct. 16th.  
Marshal Chiang Kai Shek yesterday took up the routine duties as Chairman of the Nationalist Government Council.

## SZECHUAN'S REQUEST.

(Wah Tsz Yat Pao).

SHANGHAI, Oct. 16th.  
A delegation representing the people of Szechuan province yesterday petitioned the Nationalist Government to send a punitive expedition to root out the militarist tyrants who are establishing various spheres of influence within the province. They say that the people of Szechuan are eagerly looking to the Nationalist Government to establish a stable government in the province.

## FENGTIEN WITHDRAWAL.

(Wah Tsz Yat Pao).

SHANGHAI, Oct. 16th.  
General Chang Hsueh Liang has determined, as the result of a military conference with his subordinates, to withdraw part of Fengtienese troops from Shanhai kwan to Fengtienese territory.

DUTCH MAIL PLANE  
DAMAGED.EAST INDIES SERVICE  
DELAYED.WHEEL SINKS IN SOFT  
GROUND.

[THROUGH REUTER'S AGENCY.]

RANGOON, Oct. 16th.  
The departure of the fourth Dutch mail aeroplane from Holland to the East Indies has been indefinitely delayed as it has been badly damaged in taking off.

Qwing to the softness of the ground the left wheel sank and was wrenched off. As the machine turned completely round the left wing tip was smashed, the engine damaged and the propellers bent. The airmen were not injured.

THE AUSTRALIAN  
STRIKE.INSTRUCTIONS OF WORKERS'  
COMMITTEE.

IMMEDIATE RESUMPTION.

[THROUGH REUTER'S AGENCY.]

MELBOURNE, Oct. 16th.  
According to the *Herald* it is almost certain that the strike will be declared off to-morrow. It is reported that the waterside workers management committee have ordered secret ballots but are urging the men to obviate this necessity by resuming work immediately.

## THE LAST STAGE.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Oct. 16th.  
Baron von Huenefeld set off for Lungchow this morning and flew to Hangchow aerodrome, where everything is ready for him to hop off at midnight to-morrow for Tokyo.

## SINGAPORE DOCK.

TICKLISH JOB WELL DONE.

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 15th.  
The first section of the new floating dock, which entered the outer roads of Singapore late on Friday night, was successfully moored at the Base by sunset on Saturday.  
Arriving in Johore Straits at dawn on Saturday, it was towed through a tortuous channel between fishing stakes, being at times so close inshore that the coco palms and the huts of rubber plantations were easily discernible.

The task of placing the section in position, which was outlined by buoys, was a most delicate operation, the structure having to be slowed completely round.  
The second section of the floating dock arrived at Singapore on Tuesday.

THE PRINCE ENTERS  
ENTEBBE.

ESCORT OF NATIVE CANOES.

[BRITISH WIRELESS SERVICE.]

RUGBY, Oct. 15th.  
Probably the finest spectacle which the Prince of Wales has witnessed in East Africa was provided by 1,500 Sesse islanders who met the vessel on which the Prince crossed Lake Entebbe a quarter of a mile from Entebbe, the lakeside capital of Uganda.

The islanders formed an escort with their canoes, accompanying the ship to the pier at Entebbe, where the Prince was welcomed by the Governor, Sir William Gowers, the head of the Government, and leading residents.

The programme for the entertainment of the Prince in Uganda has been arranged to allow full opportunity for him to see the country. There will be only a few official functions, all of which are to be disposed of in one day.

## GOVERNOR OF MADRAS.

VISCOUNT GOSCHEN'S TERM  
EXTENDED.

[THROUGH REUTER'S AGENCY.]

RUGBY, Oct. 15th.  
With His Majesty's approval, the Secretary of State for India has invited Viscount Goschen, who will complete five years' tenure of the Governorship of Madras on April next, to continue to serve in India till the autumn of 1929. Viscount Goschen has consented to do so.

M.C.C. TEAM IN  
AUSTRALIA.

ARRIVAL AT PERTH.

A GOOD VOYAGE.

[THROUGH REUTER'S AGENCY.]

PERTH, Oct. 16th.  
The M.C.C. touring team arrived this morning aboard the *Otranto*. A civic reception was held in their honour and they lunched with the Governor of West Australia.

The voyage was singularly free from unpleasant weather except for occasional slight rolling, which upset the bad sailors.

Staples and Mend are suffering from slight lumbago, but otherwise the team is fit.

Chapman Confident.  
In an interview with *Reuter*, Chapman said "We are arriving at our destination after a happy voyage. We are all keen to get to work. My knowledge gained on the field and on board ship confirms my opinion that the players I have the distinction to lead will fully uphold the best traditions of English cricket and sportsmanship on and off the field."

"Though realising the heavy task ahead, I hope to retain the Ashes, but if unfortunately we fail it will not be for want of trying. Our mutual confidence inspires me with a feeling that the team is capable of big achievements. We only ask that England will repose a similar confidence in us."

FRENCH DEPARTMENT  
COUNCILS.ELECTION RESULTS  
ANNOUNCED.

SOCIALIST GAINS.

[THROUGH REUTER'S AGENCY.]

PARIS, Oct. 15th.  
The elections of Department Councils took place yesterday throughout France; excepting the Seine.

There were elected: Conservatives 56, a loss of 3; Republicans 308, a loss of 1.

Left Wing Republicans 191, a loss of 10.  
Independent Radicals 121, a gain of 10.

Radical Socialists 395, a gain of 16.  
Socialist Republicans 41, a gain of 8.

United Socialists 52, a gain of 13.  
Communists, 7, a loss of 1.

Sixty-five results have still to be announced.  
Second ballots will be necessary for 229 seats.

SIMON COMMISSION'S  
TASK.

FIRST PUBLIC SITTING.

[THROUGH REUTER'S AGENCY.]

RUGBY, Oct. 15th.  
The Commission on Indian Reforms, under the presidency of Sir John Simon, joined by Committees of the Central Legislature and of the Provincial Legislature, held its first public sitting to-day at Poona, to take evidence.

Sir John Simon declared that the first task thrown upon the Commission was to give to the best of its power, a true description of the working of the constitutional machinery.

ITALY'S NEW FLYING  
CHIEF.

[THROUGH REUTER'S AGENCY.]

ROME, Oct. 15th.  
General de Pinedo succeeds General Armani as Chief of the Aeronautical General Staff.

General Armani has resigned owing to ill-health.

HERR STRESEMANN'S  
CURE.

[THROUGH REUTER'S AGENCY.]

WIESBADEN, Oct. 15th.  
Herr Stresemann, the German Foreign Minister, has arrived here for the cure. He is staying for a month.

BETTING ON THE  
CANDIDATES.

3 TO 1 AGAINST SMITH.

LITTLE EXCITEMENT.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Oct. 15th.  
The Presidential election is creating strangely little excitement and betting on the result is very light in all the States. At present, the odds are heavily in favour of the Republican candidate, Mr. Hoover, but there is considerable variation in different parts of the country.

The number of wagers compared with previous elections has been remarkably few, while the amounts are small.

The New York market price is about three to one against Governor Smith, the Democratic nominee.

Governor Smith to-day visited the log cabin on the hill-top about fifty miles south of Louisville, Kentucky, enshrined as Abraham Lincoln's birthplace, and deposited a wreath.

## War Debts.

BOSTON, Oct. 16th.

Mr. Hoover has broadcast a strong attack on Al Smith's attitude on the subject of import duties. He declared that if the rates of duty were amended to the Democratic platform standard, namely effective competition, it would mean lowering the tariff walls which would depress American wages and farm prices.

Mr. Hoover was applauded at a meeting when he reiterated his opposition to the cancellation of war debts due to the United States, and there were some cheers when he declared that these were "wrung from the blood of other nations."

HUNGARIAN WORKERS IN  
TRANSYLVANIA.RUMANIAN ORDER OF EX-  
PULSION.

SERIOUS TROUBLE FEARED.

[THROUGH REUTER'S AGENCY.]

BUDAPEST, Oct. 15th.  
The protracted dispute between Rumania and Hungary over the Hungarian optants in Transylvania, a question which has defied solution by the League of Nations for several years, threatens now to assume more serious proportions.

Considerable apprehension is felt in European political circles following the issue of a decree by the Rumanian Ministry of Labour under which 65,000 Hungarian workers, half of whom are naturalised Rumanians, will be expelled from Transylvania.

The decree grants three years' respite to those who were domiciled in Transylvania prior to 1914, or to those marrying Rumanian wives before the end of the month.

The greatest indignation has been aroused in Hungary in consequence of this order, and monster protest meetings are being organised. The Hungarian newspapers assert that the decree will effect a repetition of ancient mass migration.

TONG WARFARE IN  
AMERICA.POLICE GUARD CHINESE  
QUARTERS.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Oct. 15th.  
The Police are now strongly guarding the Chinese quarters in Chicago, New York, Washington and several other cities, and several arrests have been made.  
Two tong are responsible for the outbreaks, namely the Hip Sing and the On Loon. These tong are ancient rivals but have been peaceful since March, 1927, when they signed a pact following a threat by the Police that deportations by the shipload would be carried out if the shootings did not stop.

## DUNLOP RUBBER CO.

WORLDWIDE ORGANISATION.

[THROUGH REUTER'S AGENCY.]

OTTAWA, Oct. 15th.  
Sir George Beharrell, managing director of the Dunlop Rubber Co., has announced that the Company has acquired control of properties in Canada and Japan which have hitherto borne the Company's name but have been operated independently.

As a result, the Company will control a huge worldwide organisation with a capital of 240,000,000.

BRITISH POLICE  
DEFENDED.THIRD DEGREE ALLEGA-  
TIONS.THRILLERS AND CROOK  
PLAYS.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 15th.  
Sir William Horwood, the retiring Commissioner of Police, giving evidence to-day at a public sitting of the Royal Commission enquiring into police methods, with Lord Lee of Fareham in the chair, denied absolutely all allegations of "third degree" methods by the British Police.

He declared that he had never found a single complaint of this nature to be justified and added that it "was the fashion nowadays" at the Old Bailey to make this allegation.

The idea had probably got into the public mind from reading detective thrillers and seeing crook plays emanating from America.

Sir William said he did not recall a single murder case in which the allegation had not been made. He declared that the Police never questioned a prisoner without first administering the usual caution and unless he wanted to make a statement.

He also referred to the "popular cry for women police" and declared that he favoured their retention because there was not sufficient work for them to do. He also said that women police are incapable of carrying a case through.

On the other hand, Sir William Horwood suggested that 500 additional men were required for police work. The sitting adjourned.

## OBITUARY.

SIR EDWARD RIDLEY.

[THROUGH REUTER'S AGENCY.]

RUGBY, Oct. 15th.  
The death has taken place, at the age of 55 years, of the Right Hon. Sir Edward Ridley, who for 20 years from 1897 to 1917 was a Judge of the King's Bench Division of the High Court of Justice.

Several hundreds of the spectators broke through the cordon of the Police, who charged the mob, there being numerous rough on counters.

Even in the darkness, the damaged fin was plainly visible. The Graf Zeppelin is not spending the night in the hangar with her sister ship, the *Los Angeles*.

After her passengers had alighted, she was "walked out" and moored to a stub mast to spend the night swinging in the light wind, a skeleton crew aboard.

The Zeppelin was placed in the hangar at 3 a.m. and mechanics began to repair the damaged fin, which will probably take a week. It is understood that Herr Eckener hopes to start on his return trip in ten days.

The passengers vow that they had a fine time, and none admits having suffered from airsickness.

## Broadcast To London.

The landing of the Graf Zeppelin at Lakehurst was broadcast from America and relayed to B.L.O. The whole proceedings were clearly heard by listeners in England despite some interference by atmospheric conditions.

The voices of an announcer at the hangar and of another at a distance were easily audible, the latter mentioning that the voyage occupied a record time of 111 hours, 55 minutes, compared with the previous record of 108 hours. The record of 108 hours was set up by the R24 in her crossing of the Atlantic.

## No Regular Service.

LONDON, Oct. 16th.

Airship experts in Britain and Germany, though they regard the Graf Zeppelin's crossing of the Atlantic as a fine feat under the circumstances, are of opinion that in the present stage of progress, airships are still far too susceptible to weather conditions to warrant the beginning of a regular trans-Atlantic service.

It is expected that the flights of the two British airships now being built will settle finally the controversy regarding the comparative usefulness of dirigibles and heavier-than-air machines.

Commander Burney, commenting on the Zeppelin's cruising speed of 65 miles per hour, expressed the opinion that westbound traffic would require a speed of from 85 to 100 miles in order to complete the crossing in two and a half days.

Even the R100 will have a speed of 75 miles only, with a maximum of 84, and this, says Commander Burney, is insufficient to carry on a regular service.

It should be noted that the R100 will carry 100 passengers, as compared with the Zeppelin's 20.

AIRSHIP'S RETURN  
FLIGHT.

REPAIRS TO TAKE A WEEK.

COMMENTS BY THE PRESS.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Oct. 16th.  
The papers generally describe the voyage as a mixture of failure and success. The *Times* says much depends on the performance of the airship now being constructed in England. "If it is demonstrated that this type is swift, sound and navigable in any weather and is a dividend earning proposition, then capital will be found to put fleets into the air to carry on an overseas trade."

The *Herald Tribune* thinks that the passengers' experiences are "unlikely to cause an immediate rush for bookings."

## THE ARRIVAL.

The giant Graf Zeppelin landed safely at the naval aerodrome, Lakehurst, New Jersey, at 5.37 p.m. this evening, three hours sooner than the revised estimate.

She was first sighted off the American coast from Cape Charles, Chesapeake Bay, at 9.45 a.m. and sent a wireless message stating that she expected to reach Lakehurst at sunset.

Instead of proceeding direct to Lakehurst, the great airship visited many important cities, including Washington, Baltimore and Philadelphia.

With rations running low and fuel rapidly decreasing, the vessel had to fight her way to safety during the morning in the teeth of fresh north-easterly winds. She made progress at approximately 25 miles an hour.

## Naval Critics.

American Naval officers on duty were decidedly disgruntled in consequence of the Zeppelin's refusal to answer requests to give her position yesterday. One officer in an interview said that this was a thorn in the side of the Navy which would rankle for a long time.

"Anyway," he added, "she is far too long in getting here... the delayed arrival is a serious blow at the argument in favour of dirigibles."

Meanwhile, the Graf Zeppelin was making excellent progress and she was sighted at Washington at 12.21 p.m. By wireless, a formal request was made for permission to fly over Washington, Philadelphia and Baltimore, which was granted.

The streets of Washington were seething with spectators, who grew most excited as the dirigible passed low over the streets.

## President Interested.

Even President Coolidge left his desk and went into the garden, standing bare-headed, gazing fascinated at the shimmering bulk riding serenely overhead. After circling over White House, the Zeppelin headed for Baltimore, escorted by a dozen Naval aeroplanes.

The Zeppelin passed over Baltimore at one o'clock in the afternoon, the whole city exhibiting great excitement. The airship was welcomed by the blowing of hundreds of sirens in the city and on the ships in the harbour. Thousands of workers rushed from offices and factories to gaze at the airship.

President Coolidge sent a wireless message to the Zeppelin congratulating Dr. Eckener and President Hindenburg on the success of the venture.

It is stated that the Graf Zeppelin has easily beaten the world's record for sustained flight established by the British airship, R24, in her flight across the Atlantic westwards in 1919.

## Landing At Lakehurst.

The Zeppelin reached the Lakehurst naval aerodrome at 5.10 p.m. and landed safely 37 minutes later. As the airship approached, the wind blew directly into her nose and her bows swung up and down.

Landing parties waited on the ground as the hovered three hundred feet overhead. Motors drove her nose slowly towards the ground and a party of thirty men seized the rope hanging from the bow and dragged the nose completely to the ground.

The airship sank slowly till the ear touched ground when a party of men seized the siderails and the mooring was completed at 5.27 p.m.

The Zeppelin was then lying at right angles to the hangar so that it became necessary to turn her in order to allow her to run into the hangar on a trolley-line.

## Excited Spectators.

Only 5,000, a fraction of yesterday's crowds, gathered in the open spaces to watch the Zeppelin land. Over-five-hundred men assisted by hundreds of attendants hung on to the countless sandbags on the rails of the airship.

When she was secured, groundmen lifted her and walked her.

(Continued on previous column.)



## THE FANLING HUNT.

## ANNUAL MEETING.

## COMMITTEE OF SIX FORMED.

## A FIRST-CLASS STEEPLECHASE COURSE.

Dr. F. Pierce Grove, clerk of the course, took the chair at the annual meeting of the Fanling Hunt held yesterday afternoon in Jardine, Matheson's board-room. A large number of members were present, and the very comprehensive report which had been prepared was gone through item by item by the President, showing a very satisfactory condition of affairs.

The most important business was the election of a Committee. Dr. Pierce Grove said that there was a feeling that the Hunt had come to a definite stage in its development; it was no longer in swaddling clothes, and was too big to continue as a one man show. A Committee of six was proposed by the president; seconded, and elected. The accounts had been handed over to Messrs. Johnson & Co.

Considerable amusement was caused by the President's remark, in speaking of the Hunters Arms account, that "we live by drink alone." The profit on meals and boarding was, he said, not great, and there was no subscription. The Kwanti Race Course was now in excellent condition, and possessed three first class cups.

## The Fanling Hunt.

The President, Dr. F. Pierce Grove, in commenting on the report of the Fanling Hunt, said that the list of subscribers last year numbered 150, the largest number yet reached, of whom roughly 30 hunted. Of the total mentioned, some 50 members had been lost this year, including the Scots Guards and some other keen riding men.

## The Pack.

The Pack was now 101 couple strong, and another 31 couple was on their way out from Home, being a draft from the College Valley Kennels. They had lost two valuable hounds, but on the whole the pack was in good condition, although two puppies were down with distemper. The breeding results had been most satisfactory, only five puppies having survived, and he did not feel inclined to go on with the experiment. He felt it would be better to get more hounds from Home, and hoped to get enough to be able to put a pack of 17 couples in the field at any time. The 31 couple which were coming out would arrive on November 10th. These animals had not yet been paid for, which fact would materially affect the balance in the bank.

## Hunting.

The hounds hunted on about forty days last season, of which five were "draws." The latter proved a complete failure, as the hounds refused to run, but there was no reason why they should not be tried again. Foxes were found on 20 occasions, two being marked to ground and one killed, and the followers enjoyed fine runs. It had taken three seasons to kill a fox, but it must be remembered that they had started with only 3 couple the first season, and 41 couple the second, last year was the first season during which the Hunt had really got going.

The Hunt was fortunate in having Lieut. Col. Ponsonby, who hunted the Peshawar Vale hounds, to carry the horn this season; his experience would be most valuable. The Hunt wished to express their thanks to the Jockey Club, who had increased their grant to \$150 per month, to Mr. Reidy for his advice and assistance with regard to pointers and hounds; and to the Huntsmen and whips who had worked so hard to provide those excellent days last season.

Monthly paper-chases and point-to-points were held throughout the season, cups being presented by the winners for the next event of a similar nature.

The next season would re-open in November.

## The Accounts.

Turning to the accounts, the President said that the item for expenses of sending the Hounds to Wei Hai Wei for the hot weather (\$1,600.49) did not, in his opinion, represent money well spent. He felt that usually the hounds did as well here. The item of \$1,217.30 for cost of new hounds related mainly to hounds purchased the previous season. The food bill was small, owing to generous gifts. The bill for medicines and drugs was also very low, and the hunt were very grateful to Mr. Reidy for saving them heavy expenses in this direction.

## Kwanti Race Course.

During the season 5 meetings were held between December and March, which were most successful from a racing point of view, but the attendance on the part of the general public was disappointing. During the off-season considerable improvements had been made on the course, which was now increased to 74 furlongs, and the enclosures and paddock had been moved across to the Shatnukok side in order that the public might be able to drive direct to their stands. New jumps with permanent wings had been built on the course, and a separate line of stiffer jumps been made alongside the main track. Over this stretch the big races would be run.

The Hunt was indebted to Mrs. Bernard, Mrs. Hartford, the ladies subscribing to the "Ladies' Plate," and to Messrs. Dowbiggin, Bousfield, Stanton, Lieut. Skuen, R.N., and Ms. "James Pig," for presenting cups. The Officers of the 2nd Batin, Scots Guards had also kindly presented the Hunt with the

Fox Hunters Challenge Cup, which they wished to be competed for in a race similar to that which they themselves held. Sir Victor Sassoon, Bart., had also kindly given the Grand Military Challenge Cup. The next Race Meeting could be held at Kwanti on November 24th.

The President said that the items for wages, labour, matchsheds, stands and jumps, totalling \$4,732 looked big, but a "merciful" amount of work had been done. The Hunt now had a first-class steeple-chase course, the jumps had been properly built, and would not need attention for some time, and in consequence the wages bill would be much less next year. The matchsheds and stands were a constant expense, and would remain so until permanent buildings could be erected.

## The Hunters Arms.

During the season the Hunters Arms had supplied 320 tins, 55 dinners, 54 breakfasts, 441 teas, and 55 beds.

A reduction of roughly 10 per cent. all round had been made in the price of drinks. These were very expensive last year, but members would realise that upkeep during the off-season had to be covered and the Arms received no subscriptions. The profit on meals and board was not great, and said the President amid much laughter, "We live by drink alone, therefore the more you drink, the greater will be your profits next season."

There was room for visitors, but it was hoped that certain members would be in residence at the Arms during the season. This regular income would be of great assistance to the overhead charges.

It was hoped that the Arms would be able to acquire, at a small additional rent, the premises situated on the right hand side of the entrance, since the general surroundings could then be greatly improved.

Thanks were due to the following for gifts in the shape of furniture, etc.:—Commander and Mrs. Hartford, Messrs. H. R. Sturt, C. E. L. Grist and T. G. Brayfield, and also to Mr. E. M. Hazeland for the amount of work he had put in at the Arms in the capacity of honorary architect.

The management wished to lay stress on the importance of ordering meals before noon on Friday for the week end. Failure to do so resulted in the complete disorganisation of arrangements and discomfort to all.

In the accounts, under the heading of "Hunt Loan Account," the sum of \$1,325.70 appeared which represented various payments made previously to this year on behalf of the Arms out of Hunt Funds. This liability could now be accepted and in time paid off. Interest was not charged thereon. It would be noticed that the value of furniture and other effects had been written down 25 per cent. There were no bad debts to write off.

A resolution for the adoption of the reports and accounts was passed unanimously on the motion of the President, seconded by Mr. W. D. Fiddes Wilson.

## Election Of Committee.

The President then said that he felt the time had come to elect a committee to manage the affairs of the Hunt. The Hunt had now come to a definite stage in its development, it was firmly established, and too big to go on as before as a one-man show. That had been alright in the beginning, but it could not go on for ever. The Hunt was now out of swaddling clothes. The accounts had been handed over to Messrs. Johnson & Co. He had had last year the advice of several members, but he felt that a regular committee would be better. He suggested the following six names:—Messrs. Stanton, W. D. Fiddes Wilson, T. C. T. Beck, Dr. J. Pierce Grove, Dr. J. C. Macgown, and Col. Ponsonby.

The meeting was thoroughly in agreement with the President, and the proposed committee was seconded and elected unanimously.

Mr. Fiddes Wilson proposed a hearty vote of thanks to Dr. Pierce Grove, and others of the Hunt for their work in connection with the Kwanti Course and all the other hard work they had put in during the year. The vote was carried with applause, and brought the proceedings to a close.

## THE INTERPORT GOLF MATCH.

## MARTON'S FINE PUTTING.

## DEFEAT OF BUDD AND BLINKO.

## BRILLIANT SINGLES ROUND BY MALCOLM.

Conditions for golf could hardly have been better than they were on Wednesday, the turf being excellent and the greens, though a trifle fast, proving true. One result of fine weather was a fairly good turn-out of spectators who, naturally, attached themselves to the match between the first string players of the two teams. As it turned out, however, the most interesting match of the morning was that between Malcolm and Pilcher and Dodwell and Lissaman, there being little difference in skill to be noted on the run of their play. In the afternoon, when it became obvious that the two Hong Kong players could not hope to catch up the steady local pair, interest automatically transferred itself to the fine fight between those low on the teams.

Denison and Cumming had a poor morning. Though on the surface they appeared as good as their opponents, the visitors always managed to lay their ball just inside the hole, and at the end of the 15 holes, were three up. The position was changed after lunch, however, when a certain wildness went out of the local representatives' play, and they steadily reduced the lead in the nine holes out. At the turn home they were one up and gradually increased their lead, becoming dormy two on the 16th green. The matter of a nicely sunk putt on the seventeenth green gave them the victory, three and one.

Malcolm was easily the steadiest of the Shanghai team. Both Budd and Blinko were erratic off the tee, though each was responsible for some wonderful recoveries. Pilcher played a good, almost brilliant, game most of the time, but several times was guilty of bad strokes which spoiled the high standard. Denison was worried by his putter during the morning, but had mastered the club by the afternoon, as he showed by some fine work on the greens. Cumming was steady, giving only an occasional stroke away towards the end of the match.

## Marton's Fine Putting.

Of the visitors Marton was the most impressive. He has been regarded as Budd's chief rival in the amateur championship which comes off over the week-end, and for this reason the amateur critics present devoted a lot of their time to his style and manner. He is a beautiful golfer, with a stance rather bent over the ball, giving the impression that he may go "off" at any moment. He gets good distance from the tee, and shot to his performances yesterday morning, he is anything to go by, possesses an almost uncanny accuracy with the putter. Time and again he sank long shots from all parts of the green.

Ferguson, his partner yesterday, was a little uncertain in his short game, but otherwise as sound as he is generally known to be. Dodwell proved a steady player with a good control in iron play. Lissaman was steady and accurate, while Redmond and Stark played good golf until near the end of their match, when, with their opponents, they had several more shots than should happen in an interport match. This may have been due, of course, to the strain they had been put to, and is meant as no disparagement of their abilities as golfers, which were proved beyond a shadow of doubt.

## The Top Foursome.

Wednesday's play is best described by the scores. Putts were not always held out and in estimating a side's total, when the hole is lost, one stroke has been added to their opponents' score, save when more were actually taken.

A. H. Ferguson & O. E. C. Marton:

5 4 4 3 3 4 4 3

4 3 4 6 4 3 3 4—74

4 3 4 8 2 4 4 4

5 3 4 5 4 4 3 5—74-148

M. W. Budd & A. R. Blinko:—

5 7 4 3 5 4 4 3

4 3 4 5 8 4 3 6—70

5 5 4 6 3 3 4 3

5 5 4 8 3 4 3 3—74-153

Budd and Blinko time and again found themselves in trouble through wildness on the tee, each suffering from a slight slice which carried him into the rough. Blinko had bad luck at the 14th hole, driving into the traps on the fairway. Marton several times in the morning round pulled his side out of a nasty position by holing out from a distance. During the morning he made only two bad strokes, one a missed putt from easy range and the other an approach pulled into the rough on the left of the 16th green. Starting off after tiffin, Shanghai was three down, and immediately lost three holes. At the eighth they were as much as seven down, and only a fine recovery by both players prolonged the match to the fourteenth green.

## Other Matches.

The Shanghai second pair won seven and six. They had bad luck at the fourth in the morning where Pilcher's drive was lost, after Hong Kong had sent three balls in succession out of bounds and the hole looked a certainty. They came in at tiffin time four up, and halved the first four holes going out again. The match ended in the 12th green, after Pilcher had put Shanghai dormy on the 11th with a marvellous putt from half-way across the green, Malcolm's approach was always accurate.

The approximate scores in the case of the other foursomes were:—

F. A. Redmond & C. C. Stark:

6 5 4 4 3 3 3 3

4 4 4 6 4 4 4 4—74

4 6 5 6 2 4 5 3

4 4 4 6 4 4 3 4—79-153

C. O. Cumming & Denison:

5 4 5 5 3 4 3 3

5 4 5 5 3 5 3 5—78

5 4 3 4 5 3 4 2

4 4 5 5 4 5 3 3—71-147

## SECOND DAY'S PLAY.

By winning all six of the singles matches on Thursday, the Shanghai Golf Club defeated the Royal Hong Kong Golf Club in the contest for the challenge cup by eight points to one. Each match was counted as one point, and Shanghai won two of the foursomes played on Wednesday.

The best round of the day was Malcolm's morning 15, which he missed seven up on Dodwell, having taken 60. Budd did a 71 in the afternoon round, but after his match with Marton had been won on the 15th green, there was some freedom allowed in conceding putts.

## Leading Match.

Both Budd and Marton gave superb exhibitions of golf at different stages of the match. In the morning Budd suffered again from a slight slice, and Marton proved uncertain on the greens. In the afternoon Marton played a wonderful game from the second hole to the ninth, where he reduced Budd's lead of five to one.

Marton met misfortune at the first hole where his drive kept low and struck the bunker in front of the fairway. He made a magnificent recovery, but spoiled it by three putts on the green, while Budd took a faultless four. He was nearly in trouble again with his drive at the second, the ball all but going into the ditch. Once again he recovered finely, and when Budd's chip shot to the pin was too strong, holed out a good putt to even matters.

Budd won the third, but at the fourth Marton nearly holed out his approach from about 30 yards, and got a three, while Budd could not better the bogey, four. Budd took the honour again at the next hole, and the sixth was halved in bogey. His second shot finding the bunker to the right of the seventh green cost Marton that hole, and by missing a short putt which would have given him a half at the eighth, he allowed Budd to get three up. At their ninth Marton took one more than the bogey three, through failing to hole out from six feet, and Budd teed off on the way home four up.

Each did a three at the 340 yard tenth, Budd holing out from near the edge of the green, and Marton following suit from a little closer in. Budd, as if to set off his fortune on the tenth green, took three putts on the 11th, and the 12th, 13th, 14th, and 15th were halved. Both reached the 16th green with their second shots, and putting, Budd laid Marton a dead stymie, which Marton negotiated beautifully with a slice which twisted into the hole. The 17th was halved, and the 18th was halved in bogey. Budd won the last, when Marton's approach was just too strong for the green. They came in for tiffin with Budd three up.

## Marton's Fireworks.

Marton made a very shaky start in the afternoon round, his second shot at the first hole finding the ditch and his drive at the second coming to rest in the same place. Budd, without making a mistake, thus increased his lead to five as they drove off at the third. Marton got one back with a beautiful three at the third, following this up by another win at the fourth, being robbed of a three by his ball positively bouncing back out of the cup.

Budd duffed his drive at the long fifth and never recovered the lost stroke. Marton, playing irreproachable golf, thus reduced the local champion's lead to two. Halving the next hole in bogey, Marton won the seventh again, reaching the green with his drive while Budd found trouble in the rough on the right which he got over only with a marvellous recovery. This reduced the lead to one.

## HONG KONG WOMEN'S GUILD

and

## MINISTERING CHILDREN'S LEAGUE

## FUN O' THE FAIR

will be held again

at

## LEE GARDENS

(through the courtesy of the executors of the late Mr. LEE HYSAN)

on

Saturday, November 17th.

You Remember Last Year's

## FUN O' THE FAIR

Then remember November 17th!

## MORE ATTRACTIONS

## THAN EVER THIS YEAR

## COME LASSES AND LADS

TO THE

## FUN O' THE FAIR!

The eighth and ninth were halved, but Budd took the honour again at the tenth, holing out a good putt for a four. Budd got a career at the 11th, while Marton could do no better than four. Marton's drive found trouble in a bunker to the right of the 12th fairway and he lost a stroke, while Budd holed out in one under bogey. Both played perfect golf to halve the next in one under bogey, but at the 14th Marton needed three putts, and Budd became dormy. A curled tee shot at the 15th finished the match for Marton. The cards follow:—

Marton:—  
64 1 354 534 324 534 435—76  
553 452 343 545 463 634—77

Budd:—  
453 444 443 344 534 534—72  
444 563 443 433 454 452—71

## Fine Play By Blinko.

Blinko played high class golf in his match with Ferguson, doing the morning round in 71 and the afternoon in 77, to his opponent's 78 and 79. The first three holes were halved, the fourth went to Blinko, and the fifth to Ferguson. Blinko played perfect golf to take the next two, and turned two up. Holes were halved until the 11th, which Ferguson took on some good short work. Blinko, however, won the 12th and 13th, the 14th was halved, Ferguson won the 15th, and Blinko the last two, the Shanghai player being four up on the morning.

There was a very much closer struggle in the afternoon, Ferguson being three down at the 13th. Blinko then won a hole, and the match, halving the 14th and 15th. Blinko and Ferguson were both driving manfully in the afternoon, though the Hong Kong player appeared inclined to be wild once in a while. On the greens Blinko was the surer.

## A Great Round.

Malcolm's 69 in the morning was the best piece of golf of the day. Dodwell did a 74, including two (Continued on next column).

## INTERPORT POLO.

## TIENTSIN BEAT PEKING.

[THROUGH REUTER'S AGENCY.]

PEKING, Oct. 16th.

In the interport polo match Tientsin beat Peking by 7 goals to 6.

sent out of bounds in the early holes, and that he was no more than four down at the end of the morning is testimony to his skill. Malcolm had to fight hard for every hole, and usually found himself playing the odd at the second shot. He was as steady as a rock, however, as his score testifies.

In the afternoon neither player did so well. The match was won on the 13th green, after Malcolm had become dormy at the 12th. The afternoon scores were 78 for Malcolm and 78 for Dodwell.

Pilcher did a 74 in the morning and drove off in the afternoon two up. Lissaman took 79. Pilcher was the steadier in the afternoon and won on the 13th green. His score for the afternoon round was 76 against Lissaman's 80.

Redmond was off his game while Cumming was on his, and this fact deprived their match of much of its interest. With a 74 in the morning, Cumming was seven up at tiffin time. In the afternoon he fell off a trifle, but was only four over fours when the game finished, winning by seven and five. Cumming was putting excellently in the morning round.

## LOCAL FOOTBALL.

## PROGRAMME FOR THIS AFTERNOON.

## Division I.

Kick-off at 4.45 p.m.

Queen's R.R. v. Royal Artillery, Chatham Road. Referee: Pipe Major C. Mackie, K.O.S.B.'s.

South China v. Police, Caroline Hill. Referee: Mr. Barber.

## Midweek League.

Kick-off at 4.45 p.m.

Chinese v. Hung Kui School, H.K.F. Club, H.V.

Ewo Chinese v. P.W.D. Chinese, St. Joseph's, H.V.

Police v. South China, Chinese Ground, H.V.

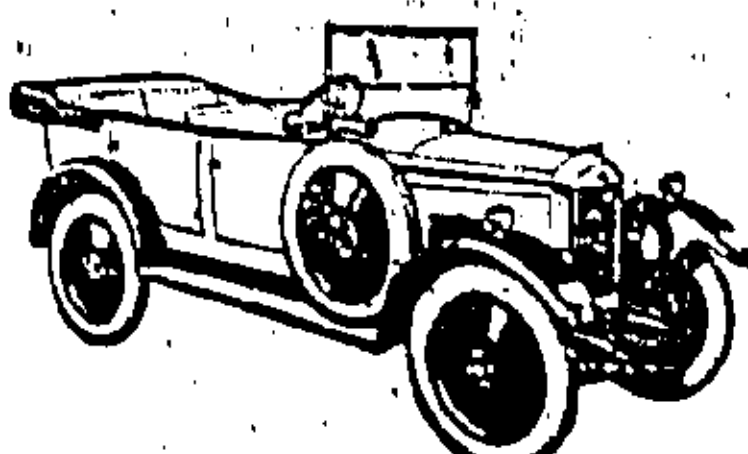
Two first division games are down for decision to-day, and three in the mid-week league. In the first division two Army teams meet, Queen's Royal Regiment and the Royal Artillery, on the Chatham Road Ground, Kowloon, and an interesting game should be seen, the Queen's are quite a strong side this season, and are expected to win.

Hong Kong is also well provided for, the match between South China and the Police being played at Caroline Hill. The Police disposed of the Club last week-end, and if they field the same side should give South China a good run.

In the mid-week league, Chinese and Hung Kui School meet on the Club Ground. Neither side is very strong, and a division of points would be a fair result. Ewo play the P.W.D. Chinese on St. Joseph's Ground at Happy Valley, and this game should result in a win for the Chinese. The Chinese ground at the Valley will be the scene of action between the Police and South China. The Police should have a team strong enough to win the league, but at present, on last week's play, South China look like winning.



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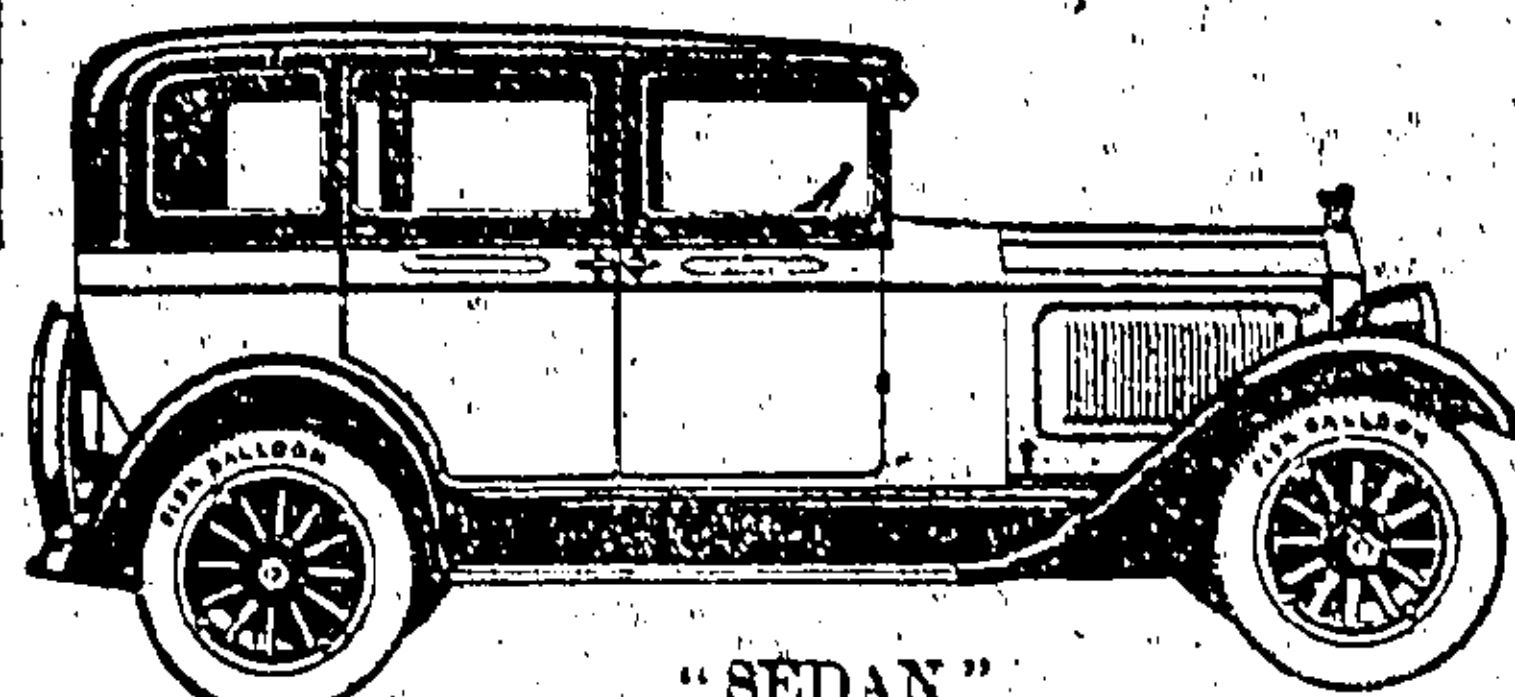
THE HONG KONG DAILY PRESS, WEDNESDAY, OCTOBER 17th, 1928.

# MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.

Motor Notes—Huge Contracts for British Motors—Across America in Motor-Coach—New Cars for 1929—Flag Signals for Motorists.

**WILLYS-KNIGHT**  
STANDARD SIX



"SEDAN"

Hong Kong \$3,300.

Distributors: GILMAN & CO., LTD. Services: DURO MOTOR CO., LTD.  
Hong Kong. Kowloon.

## MOTOR NOTES.

### AN ACCIDENTAL CAPTURE.

This story comes from Edinburgh, and is told in *The Motor*. A policeman on a suburban thoroughfare pulled up a motorist in order to examine his licence. The car was a tourer and in the rear compartment were two individuals who, immediately the vehicle stopped and on observing the policeman, clambered hurriedly from the car and made off down the road. A hurried consultation 'twixt the driver and the arm of the law, then the latter gave chase and the men were detained. In the bottom of the car was found a collection of jewels. It was ascertained that the motorist had been asked by the men to give them a "lift," which he obligingly did. The men, of course, were taken into custody.

### CO-OPERATION OF FRENCH MANUFACTURERS.

I hear, writes "contact" in *The Motor*, that big mergers of important French motorcar concerns are very much in the air. Some little time ago the well-known companies Delahaye, Chenard-Walcker and Aries came to an arrangement by which they exchange facilities to their mutual advantage. Thus, when one of the trio contemplates a new model the designing staffs of all three are consulted. Each manufacturer certain parts for the others, while resources are pooled in buying parts, sometimes standardized on all their cars. It is rumoured that the union will be completed by a financial deal.

### THE DISTINCTION.

Magistrate: "How many times have you been in a court of justice?"  
Motorist: "Never in my life; but I've been before you several times."—*The Motor*.

### DIESEL ENGINES FOR MOTOR LORRIES.

Not only in this country and in Germany are the possibilities of the Diesel engine being considered for commercial vehicle work, but in France and Switzerland the subject is being very closely studied. One British maker, says *The Commercial Motor*, is well advanced in the study of the Diesel system, and considerable attention is being paid to the question of the injection of the minute quantities of oil required when the engine has to be throttled down for slow running. The ideal condition from the point of view of the engine alone would, of course, be running at constant speed, but that is not possible, and so the difficulty is created of getting a small enough charge for ticking over or for slow running in traffic. The Commercial Vehicle Exhibition in Paris and the Motor Exhibition at Berlin will certainly see some important contributions to the subject of Diesel engine design.

### THE DANGER OF FIRE.

When open cars were the prevailing fashion the personal danger arising from a car catching fire either when running normally or as the result of a minor accident was, for obvious reasons, disregarded. In these days, however, when saloons are the vogue the case is different. Fortunately accidents are rare, but they serve to stress the importance of guarding against, and being ready to fight, a conflagration. So far as the former is concerned, says *The Light Car and Cyclecar*, motorists can do little more than make sure that there is no leakage in the petrol tank and delivery system. For fighting fire, the main point to remember is that water is absolutely useless if the conflagration is feeding on petrol and that the most effective measure is the use of reliable chemical fire extinguishers. These can be obtained in all sizes and they can be fixed to the vehicle so that they are instantly accessible should fire break out.

### SECOND-HAND CAR VALUES.

The newcomer to motoring may think that a second-hand car is just a second-hand car; but, when the time comes to sell one and buy another, says *The Light Car and Cyclecar*, it will be found that the various apples in the motoring orchard vary very considerably in their market value after a year or two's use. The experienced motorist knows this well, and he is also aware that to the trade the purchase price is often no criterion of what a used car will fetch. Thus of two makes which when new sell at about the same figure one may be worth as much as fifteen or twenty per cent. more than the other after a year's work, simply because, for some reason or other, it is a good seller second-hand.

### MOTORCYCLE CONTROLS.

An improvement much needed in motorcycle construction, says *Motor Cycling*, is the standardization of control systems. The controls should be similarly arranged, and work in the same direction, on every machine on the road. The motorist, taking over a new car for the first time, will almost invariably find the controls disposed exactly as they were on his last vehicle; the motorcyclist, on the contrary, may discover that on his new mount the throttle works in the reverse way to that to which he is accustomed; that the rear-brake pedal is located on the other side of the machine; and that the positions of the front brake and exhaust-valve lifter levers have been transposed. Once the car owner has learned to drive he can handle almost any four-wheeler without difficulty; the motorcyclist, however, may have to learn his lessons afresh every time he invests in a new make of machine.

## HUGE CONTRACTS FOR BRITISH MOTORS.

### BUSINESS BOOKED BEFORE THE SHOW.

The opening of the annual motor-show at Olympia, London, has been already reported by cable, and reference was made in that message to the business booked prior to the opening. Some further details of huge contracts made appear below, and make interesting reading:—

Except for unforeseen contingencies such as a period of general trade depression, which is considered highly improbable, there will be a substantial increase in the output of the British motor-car industry for 1929.

Some prophets, owing to the enormous increase in the sales of cars this year, predicted that we should quickly reach the limit of the demand. But saturation point has not yet been attained by any means.

More and still more motor-cars will be born in 1929. To find space for them on already congested roads will be a problem for traffic authorities. They should take note of the warning in the manufacturers' programmes for the coming year.

There is real romance in the figures relating to the industry and its continued expansion. Mr. Morris's £20,000,000. During the year a keen struggle for home and over-seas markets has developed between Sir Herbert Austin and Mr. W. R. Morris. Their careers have run on parallel lines. Both started making cars in tens. Now both are making them in tens of thousands.

Morris Motors, Ltd., completed pre-motor show contracts with their agents for 1929 for 100,000 motor-cars; the value of which will be about £20,000,000. This means that the factory will have to work to a programme of more than 300 cars a day throughout the year. This beats all records for the British industry. The estimated output of the Morris Company this year was 82,000 cars. The Austin Motor Company, Ltd., has also arranged for a largely increased production. Their programme for 1929 is 60,000 cars. Thus two British firms alone will turn out a total of 160,000 vehicles. 30,000 Babies.

The turnover figure of the Austin Company on the above basis will be about £15,000,000. A few years ago the British car manufacturer thought only in thousands. Just over half of the Austin output will be made up of the larger models—the 12-h.p. 4-cylinder, the 16-h.p. 6-cylinder, and 20-h.p. 8-cylinder models. Nearly 30,000 baby Austins will be created during the coming year.

The percentage of baby Morris cars to the total of 100,000 vehicles is not available. But presumably its advent as a rival to the baby Austin is responsible in some degree for the largely increased Morris contract.

These little cars, which are one of the features of the Motor Show, will also be responsible to a large extent for an increase in motoring in 1929, for with their reduced prices they bring the pastime within reach of thousands of new buyers.

An increased over-seas demand for British cars is responsible for a share of the huge Morris contracts and the increased Austin programme.

The Hillman Motor Company has entered into contracts valued at about £3,000,000. This means a production four times greater than was the case two years ago.

One might well ask who undertakes to sell these immense quantities of motor-cars. The growth of the sales side of the motor industry is as romantic as that of the manufacturing side.

For instance, two young men, both under 40 years of age, have

during the past few days entered into agreements to dispose of 25,000 cars in 1929, involving a turnover of more than £8,000,000. They are Mr. W. E. Rootes and Mr. R. C. Rootes, joint managing directors of Rootes, Ltd.

The business was started by their father in 1888, when he sold his first motor-car. In 1914 the firm disposed of several hundred, and it was considered it had made giant strides.

Business stagnated during the war. After the war the two sons were placed in charge of affairs by their father. It was a happy combination—the elder son full of imagination and ideas, the younger a brilliant business man, acting as a brake on the elder when necessary, but not curbing his inspiration.

Between them they have built up one of the greatest selling organizations in the country.

"We are able to contract for a year ahead," said Mr. W. E.

Rootes, "on account of the stability of the British motor industry. Prices to a large extent have been stabilised."

Those announced for 1929 by makers will in all probability be in force throughout the season. The wild fluctuations of a few years ago are a thing of the past and selling motor-cars is no longer a lottery.

### 2,000 More Jobs.

Mr. John N. Willys, president of the Willys, Knight, and Overland Motor Corporation, who reached Southampton in the Cunarder *Agulhania* from New York, said he was making arrangements for an increased number of cars to be manufactured in the firm's factory at Manchester.

"We have been turning out about 90 cars a day there," he said, "but after Christmas we shall increase our daily output by five times. We shall require about 2,000 more British workmen."

## ACROSS AMERICA BY MOTOR-COACH.

### 3,433 MILES IN LESS THAN SIX DAYS.

The possibility of serious rivalry on Transcontinental journeys between railways and motor-coaches is suggested by the arrival in New York of the first omnibus to make the journey from California to the Atlantic seaboard.

Los Angeles was the starting point, and the motor-coach took five days fourteen hours to cover the distance of 3,433 miles—two days longer than the railway. Twelve passengers were in the vehicle when it reached New York,

four having made the entire trip, and the others having been picked up during the journey.

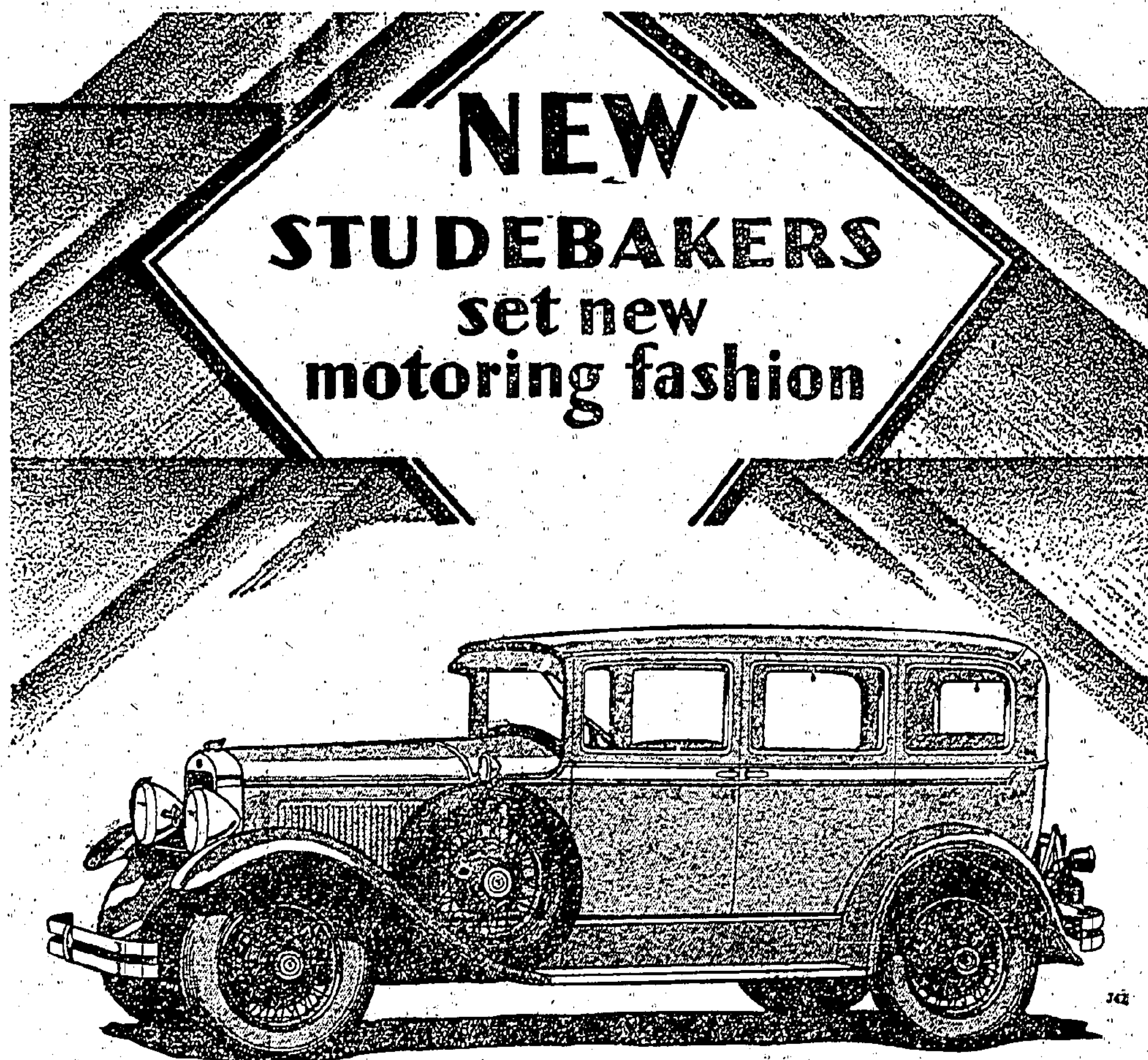
Mrs. C. A. Jondro, of Los Angeles, one of the through passengers, said the omnibus was more comfortable than the train and "more chummy" with a portable radio and perfect service.

The coach is equipped with twenty-six individual seats, which can be changed to a reclining position. Each seat is equipped with a reading lamp.

Three Transcontinental omnibuses will henceforth leave New York and Los Angeles in opposite directions daily.

It is expected that the coaches will do a large tourist business, taking considerable traffic of this kind from railways.

## NEW STUDEBAKERS set new motoring fashion



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[A.P. 13]



## MOTORING NOTES

(CONTD.)

## NEW CARS FOR 1929.

## SOME BRITISH AND FOREIGN MODELS.

Singer cars for next year will comprise the three models of chassis which have already proved popular—the Junior, the Senior, and the Singer Six. The policy of the manufacturers has been rather to improve the breed than to cut prices.

In the cases of the Junior two-seater and saloon the prices have, however, been reduced by £5, these models now costing £135 and £165 respectively. The engine of the Junior chassis, which is of the overhead camshaft type and of a capacity of 545 c.c., now has aluminium pistons. The one-piece propeller-shaft has fabric disc joints, and half-elliptical springs are used at the rear. Newton shock absorbers are supplied front and back. These cars are taxable at £5 a year. The length of the wheelbase, which is 7 ft. 6 in., is a distinct asset. The four-seater is priced at £140 and the Sunshine saloon at £175. A new form of Sunshine saloon is fitted to all the three types of Singer chassis. The hood, or head, runs in channels, and by turning a handle just on the right of the driver's seat can be raised or lowered even with the car in motion. The mechanism includes chains with slippers and guides. There is a new two-seater sports Junior which sells at £140. This has a boat-shaped body and wire wheels are used. It is stated to be considerably faster than the standard two-seater, having a higher compression ratio, higher gears, and so forth. The two-seater drop-head coupé Senior has a new body, the four-seater tourer has been improved in appearance, and the saloon has wider doors and other refinements. All the Senior cars have triplex glass windcreens, head lamps mounted on a cross member, illuminated switchboard,

and walnut cappings, while the clutch and propeller shaft have been improved and ignition is by magnet. DeWandre vacuum servo braking and Marles steering have been retained. The Senior saloon at £230—taxable at £12 annually—should prove popular. The other models range from £230 to £270. The engine of the Singer Six has been redesigned. The bore has been increased from 63 to 65 mm., and two of the four crankshaft bearings being split into three, seven-bearing support is given in effect. The clutch has been made lighter, and fabric disc joints are fitted instead of the former metal couplings of the propeller shaft. The back axle is three-quarter floating and the case is a banjo shape. The springs are half-elliptical and are assisted in action by Newton hydro-pneumatic shock absorbers. An outstanding feature is the provision of a semi-automatic chassis lubrication. Triplex glass is used throughout the cars. The coupé and four-seater cost £300 each, as before, while the saloon and Sunshine saloon are priced at £250.

The new Wolseley programme consists of five models—namely, the 12/32 h.p. 4-cylinder, the well-known 16/45 h.p. 6-cylinder, the 21/60 h.p. Straight Eight, and two new types a 21/60 h.p. 6-cylinder and 32/50 h.p. 8-cylinder. The design and specifications of the first three are practically unaltered, but the prices have been so much reduced that it is in view of the class of productions, that a new standard in motor-car values has been set. The new prices should certainly increase the demand for these cars very considerably. To take one or two typical price instances in the three former models, the 12/32 touring car sells at £265, the all-steel saloon at £295—which is the same figure as that of the coupé—and a four-door fabric saloon with either four or six lights at £300. The 16/45 tourer has been reduced from £350 to £365, and the coupé-hull saloon from £495 to £375. The two fabric saloons are listed at £375 also. The 21/60 Straight Eight touring car shows a reduction of £155, and the saloon

one of £200, the former type being now £340, and the coachbuilt, four and six light fabric saloons, each being £350.

The new 21/60 six-cylinder is built on lines similar to those of the 16/45. The engine has overhead valves and camshaft, and the crankshaft runs in seven bearings. The bore and stroke are 75 mm. and 101 mm. Single-plate clutch passes the drive to a four-speed gearbox which has central control. The engine, clutch and gear-box unit are flexibly held at three points. The suspension of this chassis is half elliptical. The tourer costs £410 and the three types of saloon £425. The new 22/80 Straight Eight is of modern Wolseley construction and has overhead camshaft. The cylinder dimensions are 80 mm. and 100 mm. Water circulation is assisted by an impeller and there is an automatically operated shutter for controlling the temperature built in to the radiator. The crankshaft runs in nine bearings. The gear-box has four forward speeds. The wheelbase is 11 ft. 6 in. and the track 4 ft. 8 in., and the medium-pressure tires are 3 in. for 31 in. tires. This model is supplied as a chassis only and the price is £1,075. The additional charge for fitting safety glass to any of the Wolseley cars is very moderate, ranging as it does from £5 for a touring car windscreen to £15 for a six-light saloon.

The Minerva car is a high-grade Belgian production, which has for many years established a good reputation for trustworthiness. All the three models are being made for 1929, and the 20/24 and the 32/34 are not being changed as to construction. The 12/18 is being called the 18 h.p. model. Minerva horse-power denominations are confusing to people and it is a pity that they are not brought more into conformity with English ideas, at any rate as to the second figures, which are here wisely used to indicate maximum or brake horse power. On the 18 the radiator has been raised, and among various improvements it may be mentioned that a portion of the fins of the radiator is being employed for cooling the oil. The temperature of the engine oil has too long been neglected by designers of motor engines. A twin Zenith carburettor is now fitted to this chassis. The crankshaft runs in seven bearings,

and the three-speed gear-box is mounted as a unit with the engine. On this model both hand brake lever and pedal operate the four-wheel brakes. A vacuum servo motor is supplied. The two bigger models have the six-brake system. All three types of engine have six cylinders and sleeve valves.

The Fiat range for next season includes the 8, the 13, the 24.8, and the 17/30 h.p. models. The first two have four-cylinder engines, the last two six-cylinder. A new model of the Nine is the four-seater tourer at £195. The two-door and four-door Weymann saloons cost £225 and £340 respectively, while the fixed head coupé is £235. An overhead camshaft is used to work the valves of this 990 c.c. engine, ignition is by magneto, and the gear-box has three speeds, changed by a central lever. There is a brake on each road wheel, and the forward brakes are of the self-energizing type. With its wheelbase of nearly 8 ft. 4 in., and track just over 3 ft. 11 in., the chassis cannot be called expensive at £160. The Twelve has an engine capacity of 1,460 c.c., and the crankshaft is carried in three bearings, as against two in the Nine. There are four forward speeds, and these have off-side change. There are six brakes. A wheelbase of just over 9 ft. and a track of 4 ft. 7 in. are afforded, and prices run from £260 for the two-three-seater to £335 for the four-door saloon built to carry five persons. With a sunshine roof this model is listed at £350.

The 26.5-h.p. short chassis costs £395, and the long chassis, with wheelbase of nearly 11 ft., £375. The general construction of the chassis is characteristically neat. This model is well up to big loads, as it has an engine capacity of 4,766 c.c. The new 17/30-h.p. has a bore and stroke of 68 and 103 mm., which brings the capacity to just under 34 litres. The valves are at the side, the crankshaft runs in seven bearings and has a torsional vibration damper in front, the ignition is by coil and battery, and both water and oil circulations are forced. A central lever governs the four forward speeds and the reverse. From the gear-box, which is one with the engine, the drive is taken through an open tubular propeller-shaft to a spiral bevel rear axle. The four wheel brakes are of the customary Fiat design, and the springs, front and back, are half-elliptical. Wheelbase and track are 9 ft. 6 in. and 4 ft. 8 in., while the chassis price is £295. The five-seater tourer is listed at £340, and the four-door saloon at £425. A two-seater and a coupé are also made.

## SIMPLER GEAR CHANGING.

## NEW ARMSTRONG-SIDDELEY DEVICE.

Of the various Armstrong-Siddeley models, with one notable exception, improvements for the new season have largely been confined to details. On the 30 h.p., and the long and short 20 h.p. chassis, however, a new type of gear-box can be had for £50 and £35 respectively extra. The object of the new design is to simplify gear changing, and to reduce noise. It is hardly correct to call a machine so fitted a self-changing gear car, since anybody would imagine from this that the gears or their equivalent were altered automatically according to the speed of the engine, and that the driver had merely to steer, use his accelerator, and apply the brakes. In the case under review he has still a pedal and a lever to work in order to effect a change, but the ordinary procedure is certainly simplified by his gear selection lever being placed in front of him on the top of the steering column, while he cannot well make a noise in effecting a change. Moreover, a driver can select his gear in advance, and, owing to the use of constant mesh gears in particular form, the usual gear hum on the indirect gears with an ordinary box is greatly minimized.

In the new box the gears are concentric and the tooth pressure is less than with the old type as a greater number of teeth are in more continuous engagement. On the top of the steering wheel is an ordinary hand lever which works on a dial marked "4 High, 3 Normal, 2 Medium, 1 Low, Neutral, and Reverse." This lever replaces the ordinary central or off-side long hand lever, and selects the gear. There is a pedal which takes the place of the ordinary clutch pedal, and when this is fully depressed and released it engages the gear selected. By the arrangement the selected gear is only put into use when the control pedal is worked, and so one gear can if desired be chosen in advance while the car is running on another. An apparent advantage of the system is that, apart from trouble being saved, time is gained, and therefore acceleration is increased. When partly depressed the pedal acts as a clutch pedal although there is no clutch in the ordinary way. The box was exhibited on Armstrong-Siddeley cars at the Olympia Motor Show.

## FLAG SIGNALS FOR MOTORISTS.

## USEFUL AND ORNAMENTAL.

A signal system for motorists which would warn other drivers of what to expect of any other car is suggested by a writer in *London Opinion*. "It has always been the habit of ships on the crowded highways of the sea, he writes, to advertise their needs and circumstances to one another by means of jolly little flags of various colours and shapes. This is a decorative habit, and it has always seemed to me a pity that a wider use is not made of it ashore."

Now at last the opportunity has arrived: the crowded highways of the land are becoming even more crowded than those of the sea.

So I suggest that in future all cars should be obliged to carry a short mast, about six feet high, on the offside, where it could be most conveniently manipulated by the driver, and from this mast signal hoists, roughly corresponding to those in use at sea, should be flown.

Such a regulation would not only make for brighter motoring, but it would enormously increase the factor of safety. Let me give a few examples of the sort of signals which might figure in the motorist's code book.

For instance, a yellow pennant

might mean

This is my first car,

and flown with a blue square above it, it would further indicate

This is my first time out alone.

Then other motorists could give it wide berth on the starboard side when passing it.

On the other hand, a black flag bearing a skull and cross-bones would signify

I race at Brooklands,

and other drivers would be saved the trouble of trying to overtake it.

A red flag with a black centre would mean

My brakes won't work.

If flown with a green one, with zigzag lines, it would mean

My steering is uncertain.

The man who is liable at any moment to stop in the middle of the road and get inadvertently into reverse could be marked with a large red spot or a plain ground whilst the habitual cutter-

(Continued on next column).

## OIL-BURNING PLANE ENGINE.

## GREATER POWER FOR WEIGHT CLAIMED.

The Packard Motor Company announces that successful test flights have been made by an aeroplane with an oil-burning engine. This is the first time that a Diesel type engine has been used for heavier-than-air machines.

The demonstration was witnessed by a score of army, navy, and air officials. The engine is of the radial, air-cooled type, developing 200 horse-power. It has fewer parts than the lightest of petrol engines, and the designers claim for it the following important advantages:—

1. Danger of fire from petrol is entirely removed.

2. Both fuel consumption and fuel costs are reduced. It is asserted that the new engine will carry an aeroplane 25 per cent. farther with the same weight in oil fuel than a petrol engine.

3. Wireless communication with the aeroplane is made more secure by cutting out the interference due to the present electric ignition system in petrol engines.

It is also asserted that the new engine weighs less than 3 lbs. per horse-power.

Captain Woolson, the designer of the engine, said that further tests would be made before it was produced for sale.

in might be indicated by a pennant of red, white and blue check.

The yellow flag of quarantine might stand for

I am slightly intoxicated,

and the black pennant with a yellow border for

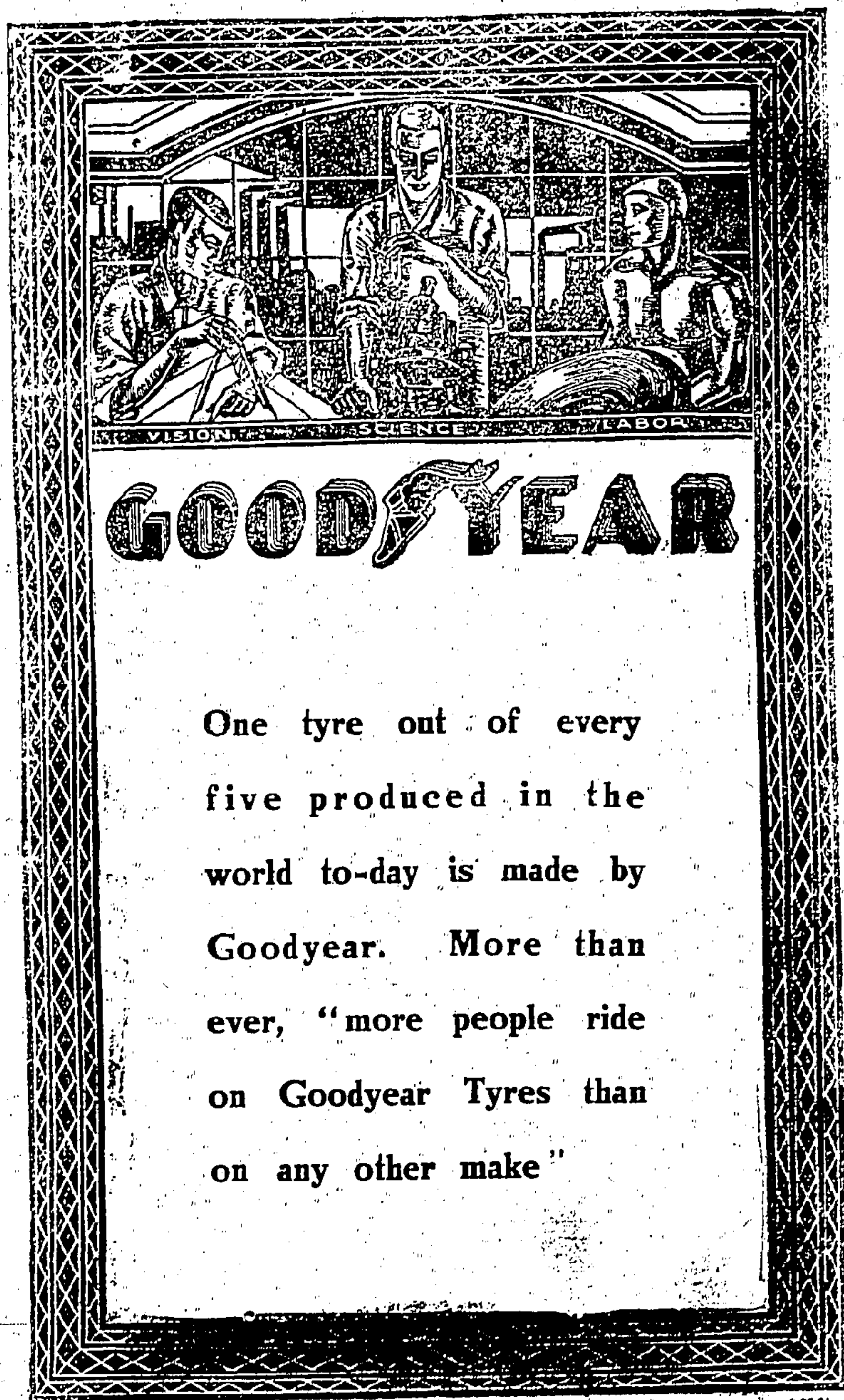
I usually stall my engine when I slow down.

Signals of distress would be equally useful, ranging from "I have no gas" to "my back axle has dropped off"; mutiny in the back seats might also be suitably indicated.

There is one other signal I have not mentioned—a large square flag of a vivid red; this should certainly be reserved for

My wife is driving.

It is a nice idea. Our big arterial roads are drably monotonous at the present time, but if each car were to carry its appropriate bunting they would look like Kew Gardens in tulip time. It is well worth considering.



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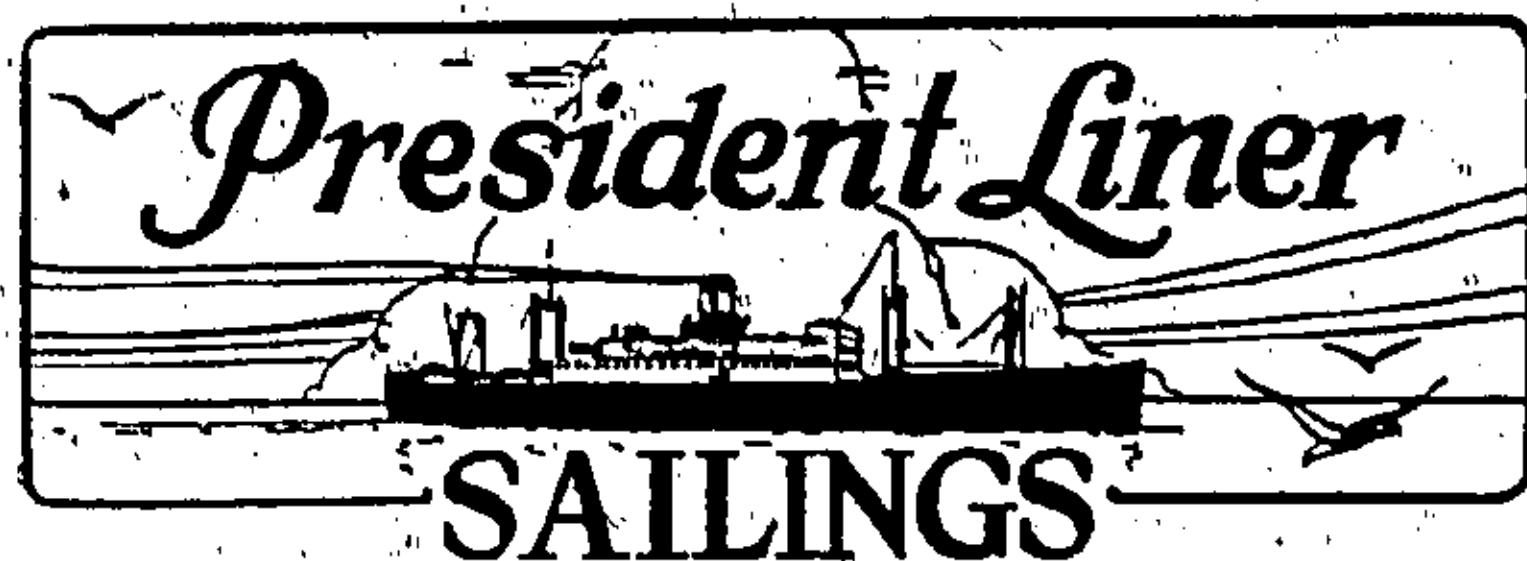
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Pres. Jefferson ... Tuesday, Nov. 20th  
Pres. Lincoln ... Tuesday, Dec. 4th

To Seattle and Victoria  
The Short, Straight Route to America  
Fortnightly sailings on Tuesdays.

Pres. Jackson ... Tuesday, Oct. 30th  
Pres. McKinley ... Tuesday, Nov. 13th  
Pres. Grant ... Tuesday, Nov. 27th  
Pres. Cleveland ... Tuesday, Dec. 11th

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada. Liberal stop-over privileges for sight-seeing.

## Europe and New York Direct ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Polk ... Sun., Oct. 21, 8 a.m. Pres. Monroe ... Sun., Dec. 16, 5 a.m.  
Pres. Adams ... Sun., Nov. 4, 5 a.m. Pres. Wilson ... Sun., Dec. 30, 9 a.m.  
Pres. Garfield ... Sun., Nov. 15, 3 a.m. Pres. Van Buren ... Sun., Jan. 13, 9 a.m.  
Pres. Harrison ... Sun., Dec. 2, 8 a.m. Pres. Hayes ... Sun., Jan. 27, 5 a.m.

## To Manila

Pres. Jackson ... Oct. 23rd, 6 p.m. Pres. Grant ... Nov. 20th, 6 p.m.  
Pres. Taft ... Oct. 27th, 6 p.m. Pres. Lincoln ... Nov. 24th, 6 p.m.  
Pres. McKinley ... Nov. 6th, 6 p.m. Pres. Cleveland ... Dec. 4th, 6 p.m.  
Pres. Jefferson ... Nov. 10th, 6 p.m. Pres. Madison ... Dec. 8th, 6 p.m.

For Bookings, Passenger and Freight Information apply to

PEDDER BUILDING, Ground Floor.

Telephone Central 2477, 2478 and 795

Cable Address "Dollar"

CANTON BRANCH—4, SUE KEE STREET.

## American Mail Line and Dollar Steamship Line

## THE EAST ASIATIC CO., LTD. COPENHAGEN.

## The M.S. "CHILE" loading on or about 20th October

PORT SAID, MARSEILLES, HAVRE, ANTWERP, ROTTERDAM, AMSTERDAM, BREMEN, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

## SAILING LIST.

OTHER SAILINGS:— SHANGHAI, ETC. CONTINENT, ETC.  
M.S. "Afrika" ... 23rd Oct. 1st Nov.  
M.S. "Malaya" ... 28th Oct. 3rd Dec.  
M.S. "Siam" ... 30th Dec. 11th Jan., 1929  
M.S. "Danmark" ... 30th Dec. 4th Feb.,

Optional Bills of Lading issued to United Kingdom Ports.  
For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.

Telephone C. 4072.

Agents.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.  
FROM NEW YORK VIA SINGAPORE.

CONSIGNEES per Co's Steamer "ADRIANUS" are hereby notified that the Cargo having arrived per S.S. "OANFA" from Singapore will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 17th October.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd October, will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 6th November, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

16th Oct., 1928. (9368)

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.  
FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co's Vessel "OANFA" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 17th October.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

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All Claims against the Vessel must be presented to the Underwriter on or before the 6th November, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

16th October, 1928. (9368)

## V.R.C. ANNUAL AQUATICS. 880 YARDS CHAMPIONSHIP DECIDED.

VETERANS SWIM A DEAD HEAT.

## A MAGNIFICENT STRUGGLE.

J. R. Johnstone made splendid come-back yesterday when, competing in the Half-Mile Championship of the Colony, he shared honours with C. J. Cooke, last year's winner, the result being a dead heat. Johnstone is no stranger to the Colony, but has been a familiar and prominent figure in aquatic circles for a good many years prior to his absence since 1925. He has won this event four times before, and is the holder of the record of 12 mins. 17 secs. made in 1915. Cooke is no less familiar and prominent in local swimming circles, and his performances during the last few years have been considered remarkable for a man of his years. That the two should finish abreast after a very exciting race was quite unexpected, but the race developed into a brainy competition in which the two experts found a match in each other's ability and experience.

Eight men started, and the successful competitors were as follows:—1st, C. J. Cooke, and J. R. Johnstone (head heat), 13 mins. 17 secs.

2nd, L. R. Pereira, 13 mins. 15 secs. 3rd, S. V. Gittins. 4th, Lee-Corpl. Finlayson.

The race, which proved to be unusually interesting, was swum, as usual, outside the premises of the Victoria Recreation Club, and attracted a large number of interested spectators who lined up in the Club premises and along the Praya Wall.

## A Magnificent Race.

Not for many years has Hong Kong seen such a fine Half-Mile Championship Race as that of yesterday. Eight competitors, viz., L. R. Pereira, C. J. Cooke, S. V. Gittins, Morukuma, Pte. Ferguson, Lee-Corpl. Branch, Lee-Corpl. Finlayson, and J. R. Johnstone faced the starter. Finlayson gave his supporters high hopes by taking the lead at the end of the first lap (eleven laps covering the distance), but Pereira, Johnstone, Cooke and Gittins, who were only a few yards behind, overtook him before the end of the second lap and from thence onwards showed him their heels.

## Pereira Leads.

Pereira, the youngest competitor, was ahead at this stage and had a lead of about 2 yards which he maintained till the end of the third lap, at which stage the leader, Cooke, Johnstone and Gittins had gained a substantial lead over the others, Finlayson being far behind, with Morukuma near him.

## The Real Struggle Begins.

Johnstone and Cooke then asserted themselves and displaced Pereira. At the end of the fourth lap Johnstone had secured a lead of two yards over Cooke, who was three yards ahead of Pereira. Gittins and Finlayson were some way behind. They continued in these positions, and Morukuma gave up at the end of the sixth lap.

## Attention On Veterans.

By this time it became apparent that the ultimate issue lay between the two veterans Cooke and Johnstone, although Pereira was still swimming in fine style only a short distance behind. It was a splendid sight to watch the struggle between the two. Johnstone, the younger man, kept on steadily stroking in fine over-arm style and with powerful leg strokes, while Cooke, the distinguished veteran, appeared to be full of energy and showed better all-round form. All eyes were on these two as they gradually increased their lead on the others.

## Closing Stages.

Johnstone forged further ahead at the end of the eighth lap, and had now a lead of four yards over Cooke. Pereira dropped a little to the rear. Gittins was almost a length behind, while Finlayson went out of sight. Johnstone and Cooke increased their pace, and both seemed intent on winning as they completed the tenth lap.

## The Homeward Lap.

Excitement ran high when the two raced home on the last lap. Johnstone had a clear lead of four yards, but Cooke swam determinedly and it was soon evident that he would finish stronger. He crept closer to Johnstone, and drew still nearer the leader as they approached the winning mark. In a scene of intense excitement he came abreast of Johnstone, but only at the very moment of touching the mark. It was a tremendous struggle, and as exciting a finish as has ever been witnessed in Hong Kong—likely ever to be seen.

(Continued on next Column).

## LAWN TENNIS.

## FRENCH VICTORY IN WORLD'S CHAMPIONSHIP.

[THROUGH REUTER'S AGENCY.]

London, Oct. 16th. In the final of the World's Professional Lawn Tennis Championship at Queen's Club Ramillon beat his compatriot Edmund Burke 6-1, 6-3, 5-7, 6-4.

## HEAVYWEIGHT FIGHT OFF.

[THROUGH REUTER'S AGENCY.]

London, Oct. 16th. The Italian heavyweight, Roberto Roberti, who was to fight Paulino Uzcudun, the Basque, at Elbette Field, Brooklyn, to-morrow, has had the misfortune to break two ribs. He has therefore been compelled to withdraw from the match.

## THE COASTAL SERVICE.

## LATEST CHANGES IN PERSONNEL.

Mr. W. L. Shinn, chief officer, Yungchow, has gone chief officer, Shantung.  
Mr. D. D. Richards, chief officer, Shantung, has gone chief officer, Yungchow.  
Mr. P. P. Bolam, acting chief officer, Yungchow, has gone acting chief officer, Changchow.  
Mr. S. S. Marr, extra second officer, Yungchow, has gone second officer, Changchow.  
Mr. E. H. Graham, second officer, Yungchow, has gone second officer, Linan.

Mr. J. W. Smith, second officer, Linan, has gone second officer, Yungchow.  
Mr. A. M. Buchanan, second officer, Yungchow, has gone second officer, Shantung.  
Mr. S. C. Smith, extra chief officer, Shantung, has gone chief officer, Fengtien.  
Mr. A. Oliver, chief officer, Fengtien, has gone chief officer, Kukiang.

Mr. R. Kermode, chief officer, Kukiang, has gone extra chief officer, Hsin Peking.  
Mr. R. M. Woolfenden, second officer, Kanchow, has gone second officer, Kukiang.

Mr. W. J. Jones, second officer, Kanchow, has gone second officer, Kanchow.  
Mr. E. J. Hankin, second officer, Chuanan, has gone second officer, Kanchow.

Mr. F. H. Graybrook, from reserve, has gone chief officer, Tatum.  
Mr. F. J. Gregg, chief officer, Tatum, has gone chief officer, Nippon.

Captain J. B. Bruce, from reserve, has gone master, Changchow.  
Mr. B. W. Marrable, chief officer, Kiangsu, has gone chief officer, Chekiang.

Mr. J. W. Hurst, acting chief officer, Chekiang, has gone acting chief officer, Kiangsu.  
Mr. C. C. Evans, from Home, has been appointed second officer, Shochow.

Mr. J. W. Anderson, from reserve, has gone second engineer officer, Tatum.  
Mr. R. Bain, second engineer officer, Sinking, has gone second engineer officer, Kukiang.

Mr. A. L. Honnor, has gone second engineer officer, Sinking.  
Mr. P. H. Todd, second engineer officer, Kanchow, is on reserve.

Mr. G. L. Standish, second officer, Kiangsu, has gone second officer, Chekiang.

Mr. R. A. Keen has been appointed third officer, Hoang.  
Mr. M. R. Smith, third officer, Hoang, is on reserve.

Mr. A. J. Piggott has been appointed extra second officer, Foshing.  
Mr. A. E. F. Smith, extra second officer, Foshing, is on reserve.

Mr. C. M. Anderson, second engineer officer, Foshing, has resigned.  
Mr. P. Stewart, third engineer officer, Kiangsu, has gone third engineer officer, Foshing.

Mr. P. H. O'Connell, chief officer, Sui On, has gone chief officer, Wing On.

Shipping and Engineering.

The records for the Half Mile Championship are as follows.

	Mins.	Secs.
1910 T. Logan	14	53
1911 T. Logan	14	12
1912 R. Berther	14	30
1913 J. C. Finch	12	31
1916 T. R. Johnstone	12	17
1917 C. Chou and		
R. Lee	12	48
1920 J. R. Johnstone	12	32
1921 J. R. Johnstone	12	37.34
(Interport)	12	40
1922 A. F. May	13	17.25
1923 A. F. May	13	16.25
1924 J. R. Johnstone	12	46.25
1925 A. F. May	13	15.25
1926 A. F. May	13	17.35
1927 C. J. Cooke	13	7.15
1928 C. R. Johnstone		
1929 C. J. Cooke	13	2

To-day's Events.  
The 320 Yards Championship open to Chinese, fixed for yesterday was postponed indefinitely.  
To-day the heats for the 440 Yards Championship will be decided.

## VESSELS EXPECTED.

## Java-China-Japan Line.

Tjikata, Oct. 19th.  
Tjikini, Oct. 22nd.  
Tjikindari, Oct. 24th.  
Tjikaroca, Oct. 26th.  
Tjikarocm, Nov. 2nd.  
Tjikarocok, Nov. 5th.

Mippon Yusen Kaisha.  
Dakur Maru, to-day.  
Wakusa Maru, to-day.  
Akita Maru, to-morrow.  
Tokuho Maru, to-morrow.  
Tokuho Maru, to-morrow.

Hakone Maru, Oct. 19th.  
Toba Maru, Oct. 21st.  
Lima Maru, Oct. 21st.  
Aki Maru, Oct. 23rd.  
Kitano, Oct. 23rd.

Tenyo Maru, Oct. 23rd.  
Rakuyo Maru, Oct. 24th.  
Hakodate Maru, Oct. 25th.  
Kamo Maru, Oct. 26th.  
Murosan Maru, Oct. 26th.

Sado Maru, Oct. 29.  
Norddeutscher L. d. Bremen.  
Derfflinger, Oct. 30th.  
Saarbrücken, Oct. 23rd.  
Pfalz, Nov. 7th.

Coblenz, Nov. 19th.  
Henschel, Dec. 15th.

Peninsular and Oriental.  
Karnala, Oct. 16th.  
Khyber, Oct. 26th.  
Mirapore, Nov. 1st.

Kashmir, Nov. 2nd.  
Malua, Nov. 6th.  
Macedonia, Nov. 10th.  
Yalderra, Nov. 13th.  
Mantua, Dec. 7th.

Kalyan, Dec. 21st.  
Mora, January 4th.  
Kashgar, January 15th.

Princes Line.  
Chinese Prince, Nov. 5th.  
Malayan Prince, Dec. 5th.

Swedish East Asiatic Co., Ltd.  
Agra, Oct. 31st.  
Delhi, Nov. 11th.

Will. Wilhelmsen, Oslo.  
Norwegian Africa and Australia Line.  
Tungtha, to-morrow.  
Rena, Nov. 20th.  
Taiwan, Dec. 8th.

## HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Oct. 16th.

Previous Day at 12 p.m. On Date at 12 p.m. On Date at 12 p.m. On Date at 12 p.m.

Barometer... 29.85 30.02 29.59  
Temperature... 79 75 79  
Humidity... 65 74 57  
Wind... E ENE East  
Direction... E ENE East  
Force... 3 4 3  
Weather... B C B  
Rain... 0.00 0.00 0.00

Highest open-air Temperature, 15th: 79  
Lowest open-air Temperature, 16th: 75

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

## HONG KONG TIDE TABLE.

From October 17th to 23rd, 1928.

High Water. Low Water.

Days of Week. Date of Month. Time. Height. Time. Height.

Wed. 17. 10 45 5.3 m. 5.25 3.3  
Thur. 18. 10 45 5.2 m. 5.25 3.4  
Fri. 19. 11 13 5.2 m. 5.25 3.4  
Sat. 20. 11 43 5.1 m. 5.0 4.4  
Sun. 21. 12 04 5.0 m. 4.9 3.2  
Mon. 22. 12 19 5.0 m. 5.1 3.8  
Tues. 23. 12 41 5.0 m. 5.1 4.2

## NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'s STEAMER "JEYPORE."

ARRIVED HONG KONG ON 16th OCTOBER, 1928.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, ALGER, PORTSAID, ALEXANDRIA, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as in any case whatever.

Optional Goods will be landed here unless instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before 6th November, 1928, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns.

MAKINNON, MACKENZIE & CO., Agents.

Hong Kong, 16th Oct., 1928. (9362)

## CONSIGNEE NOTICES.

## NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'s STEAMER "KIDDERPORE."

ARRIVED HONG KONG ON 13th OCTOBER, 1928.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as in any case whatever.

This Vessel brings on Cargo from Persian Gulf ex B.S.N. and B. & P.S.N. Co's steamers.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Underwriter on or before 2nd November, 1928, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MAKINNON, MACKENZIE & CO., Agents.

## "GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES

FROM UNITED KINGDOM VIA PORTS.

THE Steamship "CARNARVONSHIRE" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 21st October, 1928, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees or Messrs. Goddard & Douglas, on 19th October, 1928, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hong Kong, 14th Oct., 1928. (9364)

## PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Motor Vessel "JAPANESE PRINCE" having arrived from the above Port on 13th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Friday, 19th instant, at 10 a.m.

All Claims must be presented within fifteen days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant, will be subject to Rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by FURNESS (FAR EAST), LTD., 2nd Floor, King's Building, Connaught Road, Hong Kong. Telephone No. 3165.

Hong Kong, 13th Oct., 1928. (9365)

## BRITISH INDIA S.S. CO., LTD.

FROM KOBE & MOJI.

THE Steamship "TALAMBA" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company







## CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.

TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.  
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

## SAILINGS 1928.

Steamship	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF RUSSIA	Oct. 21	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPEROR OF ASIA	Nov. 10	Nov. 13	Nov. 15	Nov. 16	Nov. 24
EMPEROR OF FRANCE	Nov. 23	Dec. 1	Dec. 4	Dec. 5	Dec. 15
EMPEROR OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 26
EMPEROR OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9
EMPEROR OF FRANCE	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPEROR OF RUSSIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Apr. 6
EMPEROR OF ASIA	Apr. 3	Apr. 6	Apr. 9	Apr. 11	Apr. 20
EMPEROR OF FRANCE	Apr. 17	Apr. 20	Apr. 23	Apr. 25	Apr. 34
EMPEROR OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPEROR OF ASIA	May 15	May 18	May 21	May 23	June 1

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

FOR CHRISTMAS & THE NEW YEAR HOLIDAYS  
"EMPRESS OF FRANCE"

Leaves Hong Kong November 28th, due to arrive Vancouver December 15th, in ample time to enable passengers destined to Canadian or United States ports to reach home for Christmas. For passengers destined to Europe, connection may be made with the s.s. "Montreal" from St. John, December 21st, reaching Liverpool December 28th.

## HONGKONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Oct. 16	Oct. 18	EMPEROR OF RUSSIA	Oct. 19
Oct. 30	Nov. 1	EMPEROR OF ASIA	Nov. 2

## CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES

PAYABLE THE WORLD OVER

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

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Freight and Express: Tel. C. 42. Cables: "NAUTILUS."

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0340, 0350 VIA JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports &amp; Honolulu

TAIYO MARU ... Wednesday, 17th Oct.

TENYO MARU ... Tuesday, 30th Oct.

KOREA MARU ... Tuesday, 13th Nov.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo &amp; Suez.

HAKOZAKI MARU ... Saturday, 20th Oct.

HAKUSAN MARU ... Saturday, 2nd Nov.

SYDNEY &amp; MELBOURNE via Manila &amp; Port.

AKI MARU ... Wednesday, 24th Oct.

MISHIMA MARU (Calla Zamboanga) ... Wednesday, 21st Nov.

BOMBAY via Singapore, Penang &amp; Colombo.

HAKODATE MARU ... Saturday, 27th Oct.

TAMBA MARU ... Sunday, 11th Nov.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BAKUYO MARU ... Monday, 12th Nov.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town &amp; Ports.

HAKATA MARU ... Saturday, 10th Nov.

NEW YORK and BOSTON via PANAMA.

TOBA MARU ... Monday, 22nd Oct.

LIVERPOOL via Port Said, Genoa &amp; Marseilles.

LIMA MARU (Calla Glasgow) ... Sunday, 21st Oct.

CALCUTTA via Singapore, Penang &amp; Rangoon.

TOKUSAKI MARU ... Friday, 19th Oct.

NAGASAKI, KOBE &amp; YOKOHAMA.

MISHIMA MARU ... Thursday, 19th Oct.

SHANGHAI, KOBE &amp; YOKOHAMA.

WAKASA MARU (Kobe direct) ... Wednesday, 17th Oct.

DAKAI MARU ... Thursday, 18th Oct.

AKITA MARU (Mojiko direct) ... Friday, 19th Oct.

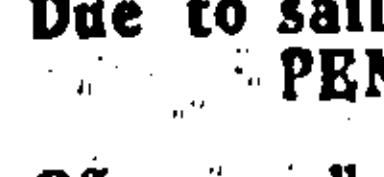
KITANO MARU ... Wednesday, 24th Oct.

+ Cargo only.

Subject to alteration without notice.

For further information, apply to NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Depts.).



## KONINKLYKE PAKETVAART

## MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE MOTOR VESSEL

## "VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and

PENANG, on 25th October, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$128.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)

Service to a destinations in the Netherlands East Indies

and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. YAM BROTHERS, CHANER ROAD.

## Shipping News

Daily Statement, Waterfront News,  
Vessels Expected, etc.

## YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS HEAVY.

BRITISH STEAMERS BEST CARRIERS.

There were sixteen vessels arriving here during the 24 hours ending 9 a.m. yesterday, of which eight were British. Freights brought for this port were unusually heavy, there being no less than 25,484 tons manifested. Through cargo, on the other hand, did not show up to average. There were 11,999 tons carried in ten bottoms.

Thirteen steamers brought a total of 35,484 tons of merchandise into port, of which 18,407 tons were contributed by British ships. The two best carriers were the *Cape St. George*, from Calcutta, and the *Baron Elcho*, from Durban. The former had 7,340 tons of coal, while the latter carried 6,200 tons of the same commodity.

Five British vessels were responsible for 5,429 tons out of the total of 11,999 tons of through freight. The best carrier was the British ship *Calcutta*, from Otaru and Shanghai, with 3,999 tons of general merchandise.

The arrivals and departures during the period under review were:—

British	Dep.
French	0
Italian	0
Swedish	1
Norwegian	0
Japanese	3
Chinese	2
American	0
Total	16

## DETAILS OF FREIGHTS.

*Calcutta* (British) from Otaru and Shanghai, with 155 tons general cargo for Hong Kong, and 3,999 tons soya beans, lumber, peas, and general for other ports.

*Agapenor* (British) from Shanghai, with 4 tons general cargo for Hong Kong, and 130 tons for other ports.

*Sinkiang* (British) from Canton, with 200 tons general for other ports.

*Yunnan* (British) from Shanghai via Swatow, with 750 tons general cargo for Hong Kong, and 500 tons for other ports.

*Kiangsu* (British) from Bangkok via Swatow, with 1,210 tons general cargo for Hong Kong.

*Chak Sang* (British) from Shanghai via Swatow, with 250 tons general cargo for Hong Kong, and 700 tons for other ports.

*Cape St. George* (British) from Calcutta, with 7,340 tons of coal for Hong Kong.

*Baron Elcho* (British) from Durban, with 6,200 tons of coal for Hong Kong.

*Lincoln* (French) from Canton, with 400 tons general cargo for other ports.

*Remo* (Italian) from Yokohama via Shanghai, with 32 tons red dates for Hong Kong, and 1,501 tons soya beans for other ports.

*Atlantic* (Swedish) from China, with 3,000 tons of coal for Hong Kong, and 1,900 tons of coal for other ports.

*Genzan Maru* (Japanese) from Kwang Yen, with 4,300 tons of limestone for Hong Kong.

*Lushan Maru* (Japanese) from Shanghai via Swatow, with 31 tons general cargo for Hong Kong, and 33 tons for other ports.

*Sourabaya Maru* (Japanese) from Sourabaya and Macassar, with 1,200 tons sugar for Hong Kong, and 2,916 tons of sugar for other ports.

*Fon Tye* (Chinese) from Kwang Chow Wan, with 400 tons general cargo and 555 pigs for Hong Kong.

*Tak Hing* (Chinese) from Macao, with 45 tons general cargo for Hong Kong.

(Continued on next column.)

## DAILY WATERFRONT NEWS.

EUROPEAN MASTER'S UNWITTING OFFENCE.

CARRYING PASSENGERS WITHOUT A LICENSE.

[BY LONGSHOREMAN.]

Among several ocean liners in harbour yesterday was a 20-year-old steamer which has now come to the Colony for the first time. She is the *Baron Elcho*, of the Hegarth Shipping Company.

This tardy arrival was built by Messrs. Hamilton & Co., of Port Glasgow, in 1908 and was christened the *Hyndford*. She is a steel screw steamer of 4,288 tons gross and 2,775 tons net. "Herc" 418 N.P.H. engines were put in by the Clyde Shipbuilding and Engineering Company, Glasgow.

The *Hyndford*, or *Baron Elcho* as she is now known, is registered at Androssan. Her dimensions are length 375 feet, beam 49.3 feet and her depth is given as 19.6 feet. She left Durban on September 11th with 6,200 tons of coal for local discharge under the command of Capt. J. McDonald. She carries a crew of 23 Europeans and 12 Asiatics. Her local agents are Messrs. Waller & Co.

## European Skipper Fined.

Capt. Rutherglen of the s.s. *Atlantic* was yesterday morning summoned before Commander J. B. Newell, at the Marine Court, for carrying more than 12 passengers without a license.

Defendant pleaded guilty to the charge, and explained that the men on board had paid no fare. They were, in fact, the crew of another ship. They were being repatriated to Hong Kong, and at the request of the master of the other ship, he (defendant) undertook to bring them back. It was only a favour to a friend, and as the men were all sailors, he did not think he was contravening the regulations.

His Worship imposed a fine of \$45, being at the rate of \$4 per head for the excess of passengers carried.

## No Lights And License.

Chinese boatmen persist in trying to save a few cents on oil by navigating the harbour at night without exhibiting the regulation lights, and often end by paying a heavy fine. One would expect that this would prove a lesson to all the fraternity, but judging from the many cases heard at the Marine Court, it would appear that boatmen are born gamblers, always willing to take a chance.

Sui Kam Tin was summoned yesterday for being under way without regulation lights and without a license. His only excuse was that he was not conversant with the regulations of this port.

He was fined \$10 on the first count and a fine of \$9.20, representing double the cost of a license, was inflicted on the second count.

## Asiatic Deck Passengers.

The total number of Asiatic deck passengers entering into the Colony during the 24 hours ended at 9 a.m. yesterday was 30. These were brought by five vessels.

1,200 tons sugar for Hong Kong, and 2,916 tons of sugar for other ports.

*Fon Tye* (Chinese) from Kwang Chow Wan, with 400 tons general cargo and 555 pigs for Hong Kong.

*Tak Hing* (Chinese) from Macao, with 45 tons general cargo for Hong Kong.

(Continued on next column.)

## VESSELS EXPECTED.

American Mail Line.

President Jackson, Oct. 22nd.

Australian-oriental Line.

Taiping, Nov. 8th.

Changle, Dec. 7th.

Bank Line.

City of Delhi, Oct. 24th.

City of Khio, Oct. 25th.

City of Mobile, Oct. 27th.

City of Perth, Oct. 30th.

City of Glasgow, Nov. 17th.

City of Chester, Nov. 24th.

City of Lahore, Dec. 8th.

City of Madras, Dec. 22nd.

City of Bedford, January 4th.

Blue Funnel Line.

Antenor, to-day.

Omyia, to-day.

Tudhymon, to-morrow.

Diamant, October 20th.

Pyrrhus, October 21st.

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P. & O., British India  
Apcar and  
Eastern & Australian  
Lines(COMPANIES INCORPORATED IN ENGLAND.)  
MAIL AND PASSENGER STEAMERS  
TAKING CARGO FORSTRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND,  
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,  
GREECE, LEBANTINE PORTS, EUROPE, ETC.PENINSULAR AND ORIENTAL (FOUR NIGHTLY)  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

Steamship	Tons.	From Hongkong (about)	Destination
"KHYA"	9,135	27th Oct.	Marseilles, London and Hull.
"KINZAPPORE"	6,715	1st Nov.	Strait & Bombay.
"MACDONALD"	11,120	10th Nov.	Bombay, Marseilles and London.
"KINZAPPORE"	5,834	13th Nov.	Strait, Bombay and Karachi.
"KHYBE"	9,114	23rd Nov.	Marseilles, London and Hull.
"KARMALA"	9,128	1st Dec.	Marseilles and London.
"JEYPORE"	5,814	6th Dec. [Mars.]	L'don, Hull & warp B'ham, H'bur.
"MALWA"	10,946	8th Dec.	Bombay, Marseilles and London.
"KASHMIR"	5,895	15th Dec.	Marseilles and London.
"NALDERA"	10,985	22nd Dec.	Bombay, Marseilles and London.
"MANTUA"	10,946	29th Jan., 1928	do.
"KALYAN"	9,144	13th Jan.	Marseilles and London.
"MORA"	10,953	2nd Feb.	Bombay, Marseilles and London.
"KASHGAR"	9,005	16th Feb.	Marseilles & London.
"MAODONIA"	11,120	2nd Mar.	Marseilles and London.
"KHYA"	9,135	16th Mar.	do.
"KARMALA"	9,128	23rd Mar.	do.
"MALWA"	10,940	30th Mar.	do.
"NALDERA"	10,933	13th Apr.	B'bay, Mars. & London.
"KASHMIR"	5,895	20th Apr.	Marseilles & London.
"MANTUA"	10,940	27th Apr.	Bombay, Marseilles and London.
"KHYBE"	9,114	11th May	Marseilles and London.
"KALYAN"	10,957	25th May	Bombay, Marseilles and London.
"KASHGAR"	9,144	8th June	Marseilles and London.
"RAIPUTIA"	16,553	2nd June	Bombay, Marseilles & L'don.



